Washington State
Department of Transportation

Measures, Markers and Mileposts

The Gray Notebook for the quarter ending
March 31, 2004

WSDOT's quarterly report to the
Washington State Transportation Commission
on transportation programs and department management

Douglas B. MacDonald
Secretary of Transportation

What gets measured, gets managed.

This periodic report is prepared by WSDOT staff to track a variety of performance and accountability measures for routine review by the Transportation Commission and others. The content and format of this report is expected to develop as time passes. Information is reported on a preliminary basis as appropriate and available for internal management use and is subject to correction and clarification.

The Gray Notebook is published quarterly in February, May, August, and November. For an online version of this or a previous edition of the Gray Notebook, visit www.wsdot.wa.gov/accountability.

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Measures, Markers and Mileposts

The Gray Notebook for the quarter ending March 31, 2004
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Project Reporting on the 2003 Transportation Funding Package

Introduction

WSDOT prepares information for legislators, state and local officials, interested citizens and the press on the progress of the program funded by the 2003 Transportation Funding Package. Much of the detailed information is maintained on-line on the WSDOT website. The *Gray Notebook,* in these special Beige Pages, highlights each quarter's progress and reports on financial and other program management topics as well as detailed information on key projects.

The Beige Pages for this quarter are organized in the following manner:

· Project Reporting

· Current Project Highlights and Accomplishments

· Project Delivery

· Financial Information

· Program Management Information

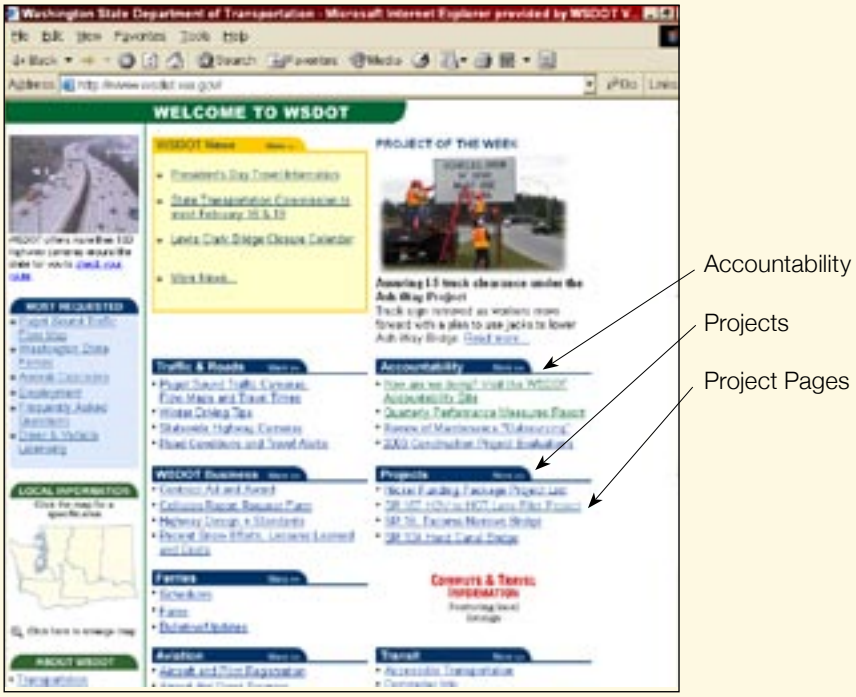
We welcome suggestions and questions that can help us strengthen this project delivery and accountability reporting.

Project reporting uses several different tools, including the *Gray Notebook*, web-based Project Pages and Quarterly Project Reports (QPR). There is a Project Page on the website for each major WSDOT project, and QPRs for Nickel funded projects in the 2003 funding package.

Navigation to the Home Page and the Project Pages

WSDOT's home page can be found at: www.wsdot.wa.gov/

The Home Page (shown below) has several links that allow access to the individual Project Pages the Accountability navigation bar provides access to "hot links" found in the on-line version of the *Gray Notebook*, the Projects navigation bar and direct links to several of the largest projects under the Projects Navigation page. Project pages can also be accessed from any WSDOT web page by clicking on the "projects" tab at the top of every page.



Project Reporting

Project Information Roadmap

Gray Notebook

Home Page

Project Pages

Project Pages contain information on all aspects of a specific project. An existing Project Page is shown below.

Project Pages provide details on overall project vision, funding components, financial tables, milestones, status description, problem discussions, risk challenges, forecasting, maps, photos, links and more.

Currently, approximately 140 Project Pages provide on-line updates.

Quarterly Project Reports (QPR) are accessible through a link on the Project Page.

Project pages provide a summary of the project status to date and are updated regularly to the best of WSDOT's ability.

Project pages can be found at:
www.wsdot.wa.gov/projects/

Project Page

Project Pages report on all WSDOT 2003 Transportation Fund projects. Project Pages provide detailed information updated regularly:

- Overall Project Vision
- Financial Table, Funding Components
- Roll-up Milestones
- Roll-up Cash Flow, Contact Information
- Maps and Links QPR
- Quarterly Project Reports

Quarterly Project Reports summarize quarterly activities:

- Highlights
- Milestones
- Status Description
- Problem Statement
- Risk Challenges
- Project Costs/Cash Flow
- Contact Information

Current Project Highlights and Accomplishments

Contract Advertising and Awards

This is WSDOT's fourth quarterly report of the delivery of the 2003 Transportation Funding Package. This report also reflects adjustments adopted by the legislature in the 2004 Supplemental Transportation Budget.

The following project information is gathered from a variety of sources within WSDOT and is principally the responsibility of the various regional administrators and their project teams. A team of senior WSDOT managers from Olympia meet in each region every quarter to perform due diligence on progress and status for each project and to offer assistance, support, and coordination on issues or problems arising with any project. This process also prepares headquarters staff to discuss project status with legislative members and staff and to report firsthand to the Secretary and the Transportation Commission.

Projects Advertised:

One project (I-90 Cle Elum River Bridge) was advertised this quarter as scheduled. One project (U.S. 395, North Spokane Corridor - Francis Avenue to Farwell Street) was advertised early this quarter after a short delay from its original schedule, owing to a right of way issue described in last quarter's *Gray Notebook*. The second phase of a project for which the first phase was previously advertised (SR 16 HOV Improvements Olympic Drive and Union Avenue) also went on ad. One project (SR 7/SR 507 to SR 512-Safety) for reasons described on page 8 was not advertised as scheduled.

I-90, Cle Elum River Bridge

This project will increase the vertical clearance of the westbound Cle Elum River Bridge on I-90. The contract was advertised for bid on March 15, 2004 and will be awarded to the contractor in May 2004. The estimated completion of this project is August 2004.

U.S. 395, North Spokane Corridor - Francis Avenue to Farwell Road

The first of the four contracts for U.S. 395 North Spokane Corridor, Farwell Road Lowering, was advertised in January 2004 and awarded on March 8, 2004 for $4.9 million, 16% under the engineer's estimate of the planned budget amount for this phase. (The second contract, Gerlach to Wandermere, is on schedule for advertisement in November 2004).

SR 16 HOV Improvements - Olympic Drive to Union Ave

The contract for the second phase of this project, Union Avenue to Jackson Avenue was advertised to bidders in March 2004 and is scheduled to be complete by June 2007. Also, the Center Street Off Ramp to Jackson was combined with this project to reduce administrative costs. (The SR 16 HOV project has three phases. The first phase of this project was advertised in quarter two.)

Other Capital Programs:

Columbia Center Blvd. Railroad Crossing /City of Kennewick

This project will replace an existing at-grade railroad crossing with a grade-separated crossing. The contract was advertised for bids in March 2004 and is on schedule for award in April 2004.

Biennium To Date Summary

As of March 31, 2004, 17 highway projects under the 2003 Transportation Funding Package had been advertised.

These projects are:
- I-5 Salmon Creek to I-205
- SR 9/SR 528 Intersection - Signal
- SR 16, HOV - Olympic Drive to Union Ave - (Two of the three phases have been advertised)
- I-90, Highline Canal to Elk Heights
- I-90, Ryegrass Summit to Vantage
- I-90, Argonne to Sullivan Road (Pines)
- I-90, Eastbound Ramps to SR 18 - Signal
- I-90, Cle Elum River Bridge
- 97A, Entiat Park Entrance - Turn Lanes
- SR 124/East Jct. SR 12 - Reconstruction
- SR 161, 234th Street to 204th Street E
- I-182/U.S. 395 I/C - Roadside Safety
- SR 203, NE 124th/Novelty Rd. Vic.
- U.S. 395, Kennewick Variable Message Sign
- SR 500, E 112th Ave. - Interchange
- SR 527, 132nd St. SE to 112th St. SE
- U.S. 395/NSC - Francis Avenue To Farwell Road

Sixteen of the projects had been awarded to their low bidders as of March 31, 2004, (all except I-90 Cle Elum River Bridge). The total of the award amounts for the sixteen projects is $116 million. The total of the pre-bid engineers estimate for the construction contracts for the 16 projects was $122 million.

Three projects scheduled to be advertised prior to March 31 have not been advertised. The circumstances of these three projects are as follows:
- SR 522/I-5 to I-405 Multi-Modal Project - Because of coordination work with the City of Lake Forest Park as described in the *Gray Notebook* for December 2003.
- SR 7/SR 507 to SR 512 - Safety - Because of right-of-way issues as described in the *Gray Notebook* for December 2003.
- I-5 Noise Wall - Because of design issues as described in the *Gray Notebook* for September 2003.

Current Project Highlights and Accomplishments

Project Highlights

Projects Awarded Based on Previous Advertisements:

SR 124, East Junction U.S. SR 12 – Reconstruction
This project was awarded on January 20, 2004 for $142,000. Construction on the project includes removing the existing asphalt pavement and construction of the sub grade in preparation for paving of the new roadway. The project is on schedule and will be open to traffic in April 2004.

SR 203, NE 124th Novelty Road Vicinity
This project was awarded on January 26, 2004 for $2 million. The pre-construction conference has been held and the contractor is scheduled to start work in early May. For approximately one week this summer, NE 124th Street will be closed while the contractor raises the county road to meet the roundabout grade. The roundabout is expected to be open to traffic in October of 2004.

U.S. 395, Kennewick Variable Message Sign
The project was awarded on January 20, 2004 for $109,000, which is $31,000 less than the engineers estimate for the project. The bridge support brackets for the variable message sign and the camera pole have been ordered by the contractor. As anticipated, contract time has been suspended to allow time for the procurement of materials that could not be manufactured until ordered by the contractor. Work will resume in early May as material and equipment become available. The project remains on schedule and the improvements should be installed for use by August 2004.

SR 527, 132nd Street SE to 112th Street SE
The project was awarded on March 1, 2004 for $18.9 million. WSDOT is doing the construction work with the City of Everett purchasing the right of way. The contractor is scheduled to start work in early May 2004 and the project is expected to proceed on schedule.

Construction Highlights
Several of the highway projects funded by the Nickel Account are now under construction. More details can be found in the respective on-line Project Pages at www.wsdot.wa.gov/projects.

Highway Construction Program

I-5, Widen Each Direction From Salmon Creek to I-205
Work on this project remains within the budget and on schedule. The NE 129th Street Bridge crossing over I-5 was demolished to prepare for the new bridge at the same location. Eight-foot diameter shafts have been completed and the contractor has started working on several retaining walls that will raise NE 129th Street. Abutments and curtain walls in addition to the temporary I-5 detour bridge are currently being constructed by the contractor. WSDOT is working on establishing the size, type, location and the construction schedule for constructing a $1.7 million noise wall approved by the 2004 Transportation Supplemental Budget.

SR 9/SR 528 Intersection - Signal
The contractor began work on February 2, 2004. This work includes roadway excavation, removal of trees and clearing of shrubs. The signal poles have been installed and conduit for the signal wires are in place. The project was placed on winter shutdown on March 4, 2004 to wait for dry weather. Work is scheduled to resume in early May 2004. To date, the project is on schedule for completion in November 2004 and is within budget at approximately 28% physical completion. Remaining work consists of earthwork, surfacing, and paving for the widening, installing signal mast arms, pulling wire, and turning on the signals. The traffic signal is expected to be operational by late May or early June.

I-90, Highline Canal to Elk Heights - Truck Passing Lanes
This project constructs a truck climbing/passing lane on eastbound I-90, east of the Indian John Rest Area. Work resumed March 15, 2004 after the winter suspension. Construction activities include excavation for the new lanes and foundation work in preparation for widening the Highline Canal Bridge.

I-90, Ryegrass Summit to Vantage - Truck Passing Lanes
The contractor was able to resume work on March 8, 2004, after the winter shutdown. The first focus of work, primarily in March, involved the upcoming detour. This will include minor widening of the eastbound lanes, placement of concrete traffic barrier, and striping. Nearly one mile of the additional lane and modifications to the Ryegrass Rest Area ramps are already completed and now open to traffic.

I-90, Build Lanes from Argonne to Sullivan Road
This project constructs one additional lane in each direction on Interstate 90 from Argonne Road to Sullivan Road in the Spokane Valley. After a winter shutdown, good weather conditions allowed construction work to re-start on February 23, 2004. Eastbound traffic was moved to temporary lanes on March 13, 2004. Work can now start on the reconstruction of the eastbound lanes including drainage, noise walls, signing and illumination. Eastbound construction and all ramps will be completed by November 1, 2004.

U.S. 97A, Entiat Park Entrance - Turn Lanes
Ground-breaking occurred on schedule in April 2004. This project was joined with the Wenatchee North Paving project to result in expected savings of approximately $60,000. The Entiat Park Entrance turn lanes should by fully operational for holiday travelers before Memorial Day weekend. There will be minor work remaining after the opening, which should be completed before July 4, 2004.

Current Project Highlights and Accomplishments

Project Completions and Other Highlights

SR 161, 234th Street to 204th Street East
This project is the first of two phases. It was awarded in late-December 2003 and is expected to be completed by December 2005. This project will widen the highway from one lane to two lanes in each direction and enhanced roadside safety features throughout the corridor. Grading work on the first contract, 234th Street East to 204th Street East, will begin May 2004 once restrictions for high ground water are lifted.

SR 500, NE 112th Avenue - Interchange
This project will construct a new interchange on SR 500 at NE 112th Ave/Gher Road. The project remains on schedule and within budget and is approximately 43% complete. Retaining walls and embankments for the two structures are progressing. Girders for the main structure were placed in late March and early April with three nighttime closures of NE 112th Ave. Girders were placed for the eastbound "fly-over" bridge in January 2004 and the bridge deck is expected to be complete by May 2004. The bridge deck for the main structure is expected to be complete by July 2004. Construction continues on the noise barrier along the I-205 ramp and has begun for a noise barrier on SR 500 to the east of NE 112th Ave.

Other Highway Project Highlights:

SR 99, Alaskan Way Viaduct
The project reached an important milestone on March 31, 2004 with the release of the Draft Environmental Impact Statement (DEIS) WSDOT, the City of Seattle and the FHWA, and the start of the 60 day public review comment period. This DEIS was written in a "reader friendly" format to engage public discussion as well as meet all legal requirements. The DEIS was delivered on time and under budget. Completion of this document will keep the project on schedule to pursue evaluation of alternatives.

I-5 Noise Wall
This project is in Seattle near the end of SR 520 and Roanoke Street. The project is currently in the design phase and will be advertised in early summer 2004 with a construction start in late summer.

Other Capital Programs:

Edmonds Multimodal Terminal
This is a WSDOT-local agency partnership in which WSDOT will transfer $7.8 million in bond proceeds to the City of Edmonds. The funds will be used to purchase property for the proposed Edmonds Multimodal Terminal. Project activities are currently focused on tribal and environmental issues. The environmental clean-up appraisal report of the Unocal property has been completed and shared with the City of Edmonds. Negotiations with the Tribes are underway and a draft settlement has been agreed to by the Tribes. A formal mitigation plan is pending.

Mukilteo Multimodal Terminal
WSDOT has evaluated various concepts for the new multimodal facility in conjunction with the funding and operational preferences of the Consortium Partners' objectives. To coordinate the two projects, the draft master plan report was distributed for review to the Mukilteo Project Team and the Port of Everett Boeing Barge Dock Team. WSDOT is negotiating with the consulting team to take the project through the environmental process and preliminary design. In order to, minimize traffic backing onto SR 525, a "queue" analysis indicates that terminal improvements need to be complemented prior to the addition of a third vessel on the route.

Project Delivery

Proposed Adjustments to Delivery Planning

Meeting schedule, budget and scope expectations is an important element in WSDOT's delivery of the projects in the 2003 Transportation Funding Package. Planning and design activities for specific projects sometimes identify the need to make adjustments to construction delivery spending schedules. Some of these adjustments will have no impact on critical start or completion dates. Others may require adjustments to critical dates. In the 2004 Supplemental Budget, the Legislature provided additional management flexibility to the Transportation Commission, allowing projects with emergent needs to be modified within overall legislative guidelines. The legislature also approved several such proposed adjustments WSDOT had already offered.

Highway Construction Program:

I-5/I-205, NE 134th Street Interchange
WSDOT proposes to advance $800,000 in the spending plan for early purchase of a right of way parcel that is essential to project completion. This property is currently for sale and its purchase now would avoid development that could inhibit project completion. The advancement of funds will not increase the total project cost. Under the flexibility provision granted in the 2004 Transportation Supplemental Budget, WSDOT will request that the Transportation Commission appropriate the spending plan change at its May meeting.

Opportunities and Options for Legislative Consideration:

Geiger Spur Connection
Should funds be allocated in the 03-05 biennium to allow WSDOT to begin work on track alignment, design and more complete cost estimating for the Geiger spur track relocation? The Geiger spur is funded for $3.5 million in construction funds in the 05-07 biennium from the 2003 transportation revenue package. While WSDOT has been given some program management scheduling flexibility in the Highway and Ferry capital programs, the Rail capital program was not given that flexibility, nor were funds provided for the design of the facility.

WSDOT has identified that the originally estimated $3.5 million will not be enough to purchase the needed right of way and construct the track realignment that is needed, but does not have a firm engineer's estimate on the project, and agrees with the community project advocates that early work on that estimate is desirable. The Airway Heights business community is interested in early resolution of the relocation of the line as its proximity within the Fairchild Airforce Base is undesirable. WSDOT estimates that $220,000 provided this biennium will allow a preliminary alternative with right-of-way footprint to be developed to include public involvement, an initial environmental investigation and documentation, and a project cost estimate.

Watch List

Watch List Projects: Cost and Schedule Concern
WSDOT is giving special attention to projects where cost, schedule or scope expectations may be at risk in the project delivery process, sometimes for reasons outside of WSDOT's control. There are three categories of Watch List items presented in the *Gray Notebook*: Items removed from the Watch List, Updated Watch List Projects and New Watch List Items Added. Since concerns regarding these projects are in the early stage, WSDOT evaluates a variety of information before reaching a decision to adjust the cost, scope or schedule.

Items removed from the Watch List since December 31, 2003

Highway Construction Program:

I-5, Rush Road to 13th Street
Removed from the Watch List. This projects adds one lane in each direction on I-5 between the interchanges at Rush Road (exit 72) and 13th Street (exit 76), including construction of a new interchange at the current LaBree Road bridge. FHWA approved the new interchange concept described to be in doubt in the September 30, 2003 *Gray Notebook* and work is now proceeding to the scheduled advertisement date.

Watch List Projects Update from the "Watch List" ending December 31, 2003

Highway Construction Programs:

SR 7/SR 507 to SR 512 - Safety
Updated from the December 2003 *Gray Notebook*. WSDOT was focused on meeting the current spending plan for this project by striving to complete access permits with property owners in time to meet a spring 2004 advertisement date. Two business owners have filed a lawsuit against the project in Pierce County Superior Court. WSDOT is working with the Attorney General's Office to determine the merits of the alleged claims. Now a request has been received from two State Senators and endorsed by a Pierce County Council Member to hold the project start until 2005. This would give the local jurisdictions time to find additional funding for landscaping and other desirable adjuncts to the project. The project status will be updated in the June 30, 2004 report.

SR 9/SR 522 to 212th Street SE (Stages 1 & 2)
Updated from the December 2003 *Gray Notebook*. The project remains on the Watch List so that time critical right of way acquisition and environmental permit items can be monitored and reported. WSDOT has retained a Real Estate Services consultant to complete the right of way acquisitions. The design team has prepared alternatives to sequence the construction to work

Watch List
continued from previous page

around property acquisition obstacles and allow the contract to be advertised on schedule. Right of way and channelization plans have been finalized. The environmental permit process is underway. The WSDOT design team continues coordination with the Brightwater Wastewater Treatment Plant design team, a major item for the success of this project.

SR 167, 15th Street SW to 15th Street NW - HOV
Updated from the December 2003 *Gray Notebook*. WSDOT reported that redesigning the project to meet current stormwater standards could increase project costs and delay advertisement. WSDOT has now confirmed the need to provide additional stormwater storage required by local regulations. The project team is currently analyzing how this requirement will affect project cost and schedule. Proposed adjustments will be reported next quarter once all impacts to schedule and cost are known.

SR 270, Pullman to Idaho State Line - Additional Lanes
Updated from the September and December 2003 *Gray Notebooks*. WSDOT reported that a project cost increase was possible due to rock and soil conditions and the need for bridge modifications. It is anticipated that a project cost increase ranging from $3 million to $6 million may be required. The revised project cost estimate is expected to be completed by July 2004. WSDOT is investigating methods to reduce or offset these cost increases. The project remains on the schedule for advertisement in January 2005.

SR 410, 214th Ave East to 234th - Widening
Updated from the December 2003 *Gray Notebook*. As previously reported, construction costs for this project could increase by millions of dollars or more to accommodate increased real estate acquisition costs for land in the proposed right of way that was recently re-zoned by local authorities for commercial and light industrial uses. The total project cost is now estimated to be $20.7 million, an increase of $12.1 million from the current funding level. Given this potential cost increase, WSDOT is now attempting to develop project alternatives that will reduce the scope and will be within the original planned budget. The scope alternatives will be prepared in time for consideration by the 2005 legislature as to the future course of this project.

SR 543/I-5 to Canadian Border - Additional Lanes for Freight
Updated from the December 2003 *Gray Notebook*. WSDOT reported that a slope redesign eliminated the need for one wall and reduced the height of others which brought the project back within anticipated budget. The project remains on the Watch List due to new issues regarding the acquisition of unique commercial property used for customs brokerages and duty free stores at the border. This may result in increased right of way costs and a delay in the advertisement date. To accelerate the right of way acquisition process and attempt to keep the project on schedule, WSDOT will use a new approach of retaining "turnkey" Real Estate Services consultants. Right of way costs will be monitored closely as real estate acquisition proceeds.

Other Capital Programs:

Palouse River & Coulee City Railroad Acquisition
Updated from the December 2003 *Gray Notebook*. This project would purchase the 302-mile Palouse River and Coulee City Railroad, preserving the state's largest short-line rail grain-hauling system. WSDOT, while continuing negotiations with the railroad, has also completed several public outreach meetings in eastern Washington. Delivery of a benefit and risk assessment plan for WSDOT and Transportation Commission review is scheduled for May. If WSDOT proceeds to acquire the railroad, acquisition is anticipated for July 2004.

Bellingham-GP Area Upgrades
Updated from the December 2003 *Gray Notebook*. This project would upgrade the existing track through Bellingham's Georgia Pacific (GP) Plant to allow for slightly higher speeds for Amtrak *Cascades* intercity trains. Due to unanticipated freight business at the mostly closed GP plant since the project scope was developed, the original project scope must now be modified. WSDOT is now in negotiations with Burlington Northern Santa Fe Railway (BNSF) on a modified scope that will achieve the project's intended result.

Watch List
continued from previous page

New Watch List Items since December 31, 2003

Highway Construction Program:

SR 24/I-82 to Keys Road
This project would construct one additional lane in each direction on SR 24 from I-82 to Riverside Road and would include several new structures (including a crossing of the Yakima River) and other improvements. The project is scheduled to be advertised in February 2005. One of the most important project delivery milestones was reached in November 2003 when WSDOT completed an Environmental Assessment under NEPA with regard to the project, clearing the way for the issuance of key construction permits. Recently, however, the City of Yakima has contended that the project must undergo environmental assessment in conjunction with a possible future (unfunded and unprogrammed) project by the Bureau of Reclamation or others to alter levees on the Yakima River in the vicinity of the SR 24 highway project. The City therefore has filed under state law a notice that it has assumed "lead agency status" for preparation of an EIS, that it apparently believes WSDOT should prepare for a larger program of works including both the highway project and the as-yet un-programmed and un-funded reclamation project. WSDOT believes that the City's action rests on misinterpretation or misunderstanding of the legal and factual circumstances. WSDOT has suggested that if the City persists in its course, the SR 24 highway project would be blocked because the EIS envisioned by the City has no project to analyze and no funding or timetable for its preparation, which in any case could not be assisted by WSDOT. WSDOT intends for the moment to continue the right of way and design program for the SR 24 project. However, the situation as it now stands presents a serious threat to the ability on grounds of both schedule and cost to achieve the project in accordance with the expectations established in the 2003 Transportation Funding Package. A meeting between Secretary McDonald and the City Manager on May 17, 2004 provided grounds for continuiing discussion. This report will be updated.

Other Capital Programs:

Ballard Double Track & Crossover
Burlington Northern Santa Fe Railway (BNSF) has notified WSDOT that it will build the planned improvements using funds received from Sound Transit under the recent agreement for *Sounder* service to reach Everett and will not be asking for state funds. BNSF has requested that the state funds planned for use for the Ballard Double Crossovers project be utilized on another track location in the corridor that will enhance rail capacity. WSDOT will make a recommendation to the Transportation Commission and Legislature in time for the development of the 2005-2007 budget.

Financial Information

2003 Transportation Funding Package
Paying for the Projects

The first edition of the Beige Pages (June 2003) included an in-depth discussion of the Legislature's 2003 Transportation Funding Package. The revenue forecast has now undergone several updates since, the 2003 Legislature enacted the funding package, as well as a, minor change from a new law, HB 2483, passed during the 2004 Legislative session that affects the distribution of revenue from vehicle title fees. The following information reflects the February 2004 forecast which also includes the impact from the Supreme Court decision on Initiative 776. The financial plans also incorporate the anticipated impact of implementing HB 2483. Further refinements to debt service estimates have also been made.

Revenue Forecasts

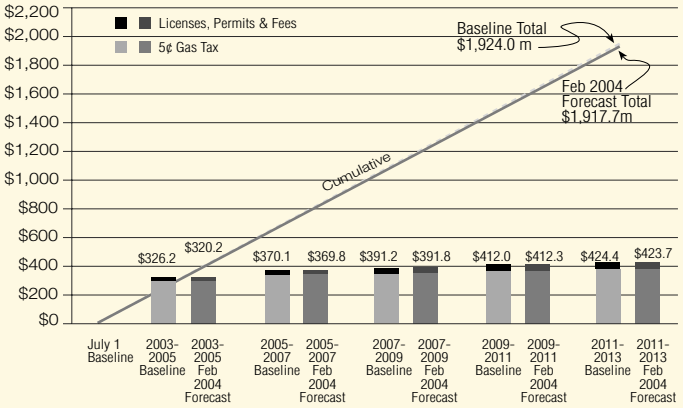
The 2003 Transportation Funding Package enacted by the 2003 Legislature included tax and fee increases. The gas tax was increased by 5¢ per gallon, and gross weight fees on trucks increased by 15%. An additional sales tax on new and used vehicles of 0.3% and a license plate number retention fee were both established. The first two sources are deposited to a new account established in the package called the Transportation 2003 (Nickel) Account. The latter two are deposited to the Multimodal Transportation Account that was established several years ago.

The following charts show the current projected revenues over the next ten years (for the new funding sources) as forecasted in February 2004 by the Transportation Revenue Forecast Council compared to the legislature's assumed 'baseline' projections used in the budget-making process in March 2003. Cumulative ten-year totals and individual biennial amounts are both shown.

Forecast comparisons include actual revenue collection data to date as well as updated projections based on new and revised economic variables. The February 2004 forecast was based on several months of actual revenue receipt information. Gas tax receipts include seven months of actual collections and licenses, permits and fees include six months of receipts. In the Transportation 2003 (Nickel) Account, for the ten-year period, gas tax receipts were up from the November 2003 forecast (+1.1%) and licenses, permits and fees were up significantly (+40.5%) due primarily to HB 2483, which redistributed certain fee revenues, increasing the distribution to the 2003 Transportation (Nickel) account. In the Multimodal Account, licenses, permits and fees projected revenue for the ten-year period dropped from the November 2003 forecast (-1.9%), also due to HB 2483, which moved certain fee revenue out of the Multimodal account and into other transportation accounts.

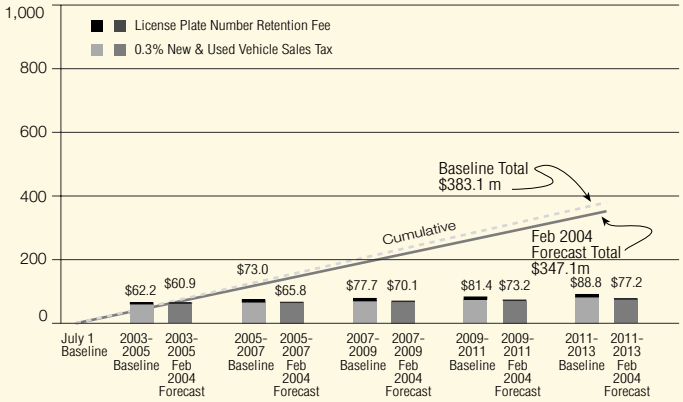
2003 Transportation (Nickel) Account Revenue Forecast

March 2003 Legislative Baseline Compared to February 2004 Transportation Revenue Forecast Council with 2004 Legislative Session Impacts
Millions of Dollars



New Sources - Multimodal Account Revenue Forecast

March 2003 Legislative Baseline Compared to February 2004 Transportation Revenue Forecast Council
Cumulative and Biennial Totals
Millions of Dollars



Bond Sales Plan for New Authorizations Provided by the 2003 Transportation Funding Package

The 2003 Transportation Funding Package contained two new bond authorizations: a gas tax authorization of $2.6 billion and a state General Obligation (GO) authorization of $349.5 million. The proceeds from the new gas tax bonds will be used to fund highway projects. The debt service will be paid by the revenues from the nickel increase in the gas tax. The proceeds from the new state GO bonds will be used to fund rail and ferry projects. Debt service for these bonds will be paid from the Multimodal Account. Receipts from the new 0.3% sales tax on new and used vehicles will be deposited to the Multimodal Account and will augment rental car tax receipts and other fees already directed to this account.

2003-2005 Biennium

For the 2003-2005 biennium, the Legislature appropriated $275 million in proceeds from the new gas tax bonds and $47.7 million from the state GO bonds. For the 2003 Transportation (Nickel) Account, $80 million of gas tax bonds were sold in August 2003 and an additional $25 million were sold in February 2004. Twenty million dollars in General Obligation Bonds were sold in February 2004 for the Multimodal Account. The next bond sale is scheduled for July 13, 2004.

The bond sales plan has changed slightly from the initial report. The table below depicts the revised ten-year bond sale plan. It should be noted that the current plan for Nickel Account expenditures reflect the need to sell less than the full $2.6 billion authorized. The combined affect of the revenue forecasts, bond sales assumptions and project expenditure assumptions are presented in the next section.

10-Year Bond Sales Plan for New Authorizations Provided in the 2003 Transportation Funding Package

Debt service for gas tax bonds will be paid by the Nickel Gas Tax. Debt service for state GO bonds will be paid by the 0.3% sales tax on vehicle sales.

Bond Authorization	Authorization as of July 1, 2003	2003-05 Proceeds appropriated in 03-05 budget*	Projected bond sales plan to support project expenditures and to maintain positive account balances				
			2005-07	2007-09	2009-11	2011-13	Total 10-Year
Gas Tax Bonds SB 6062, Section 1	**$2,600,000,000**	$275,000,000	$662,000,000	$746,000,000	$498,000,000	$335,000,000	$2,516,000,000
State GO Bonds SB 6062, Section 7	**$349,500,000**	$47,700,000	$43,700,000	$128,700,000	$89,600,000	$39,800,000	$349,500,000
Total		**$322,700,000**	**$705,700,000**	**$874,700,000**	**$587,600,000**	**$374,800,000**	**$2,865,500,000**

2003-05 Bond Appropriations ESHB 1163, Chapter 260, Laws 2003 as amended by ESHB 2474, Chapter 229, Laws of 2004

Financial Plans for Accounts Supporting the 2003 Funding Package

Transportation 2003 (Nickel) Account

A new account was established in the state treasury to be the repository of the nickel gas tax and the increases in various vehicle licenses, permits and fees. This account is called the Transportation 2003 (Nickel) Account. Bond proceeds from the $2.6 billion authorization will be deposited to this account. Uses of the account include cash funding of highway and ferry projects identified by the Legislature and for paying debt service and other associated costs for bonds sold to provide debt financing for highway projects. Since gas tax receipts are deposited to this new account, the uses of the account are restricted to highway purposes as required by the 18th Amendment to Washington's Constitution. The financial plan below, brings together all of the projected Sources (tax revenue, bond proceeds, interest earnings) and Uses (2003-2005 appropriations, 10-year projected program expenditures, and debt service) of the new account.

Changes to projected Sources and Uses of funds have been updated to reflect the most current forecasts. As changes, either positive or negative, are incorporated into the financial plan the ending balances in the outer biennia are affected. The current pro forma, which incorporates actual tax collections and current forecast projections, predicts a positive ending balance of approximately $7.1 million by the end of the 2011-13 biennium. The November 2003 pro forma predicted a negative $1.1 million shortfall. This change is primarily due to HB 2683, which moved fee revenues from the Multimodal account into the 2003 Transportation (Nickel) account.

As stated previously, for the ten-year period, gas tax receipts were up slightly from the November 2003 forecast ($19.7 million) and licenses, permits and fees were up ($47.5 million). Key economic variables, tax receipts, and interest rates, will continue to change over time. Future updates to forecasts as well as inclusion of more actual receipts will further impact the final ending balance. Additionally, actual and revised assumptions pertaining to bond sales and debt service will continue to be incorporated and likewise will impact the outlook for the final ending balance.

Transportation 2003 (Nickel) Account 2003-2005 Budget and Ten-Year Financial Plan
February 2004 forecast with 2004 Legislative Session Impacts
Dollars in Millions

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total
Balance Forward from Previous Biennium	$0.0	$1.5	$1.0	$0.3	$4.2	
Minimum Fund Balance	($5.0)					
Sources:						
Gas Tax Revenues (5¢ tax)	297.9	344.6	358.6	370.9	381.1	1,753.2
Licenses, Permits and Fees Revenues	23.2	24.2	26.6	28.8	29.6	132.4
LPF Re-distribution Legislation (HB 2483)	1.8	3.7	9.4	15.4	15.9	46.2
I-776 Impact (loss of revenue)	(2.6)	(2.7)	(2.8)	(2.9)	(3.0)	(14.0)
Interest Earnings	2.8	3.0	3.0	3.0	3.0	14.8
Bond Proceeds	275.0	662.0	746.0	498.0	335.0	2,516.0
Federal Funds	0.0	0.0	0.0	0.0	0.0	0.0
Local Funds	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources of Funds	**$598.0**	**$1,034.8**	**$1,140.8**	**$913.3**	**$761.7**	**$4,448.5**
Uses:						
Cost of Bond Issuance	0.7	1.7	1.9	1.2	0.8	6.3
Bond Sale Underwriters Discount	2.1	5.0	5.6	3.7	2.5	18.9
Debt Service Withholding	22.5	96.0	199.2	268.2	326.4	912.3
Highway Improvements	558.5	887.8	831.6	588.4	318.2	3,184.5
Highway Preservation	2.0	10.3	5.0	20.3	107.0	144.6
Washington State Ferry Construction	5.7	34.5	98.3	27.4	3.9	169.9
Total Uses of Funds	**$591.5**	**$1,035.2**	**$1,141.6**	**$909.3**	**$758.9**	**$4,436.5**
Biennium Ending Balance	**$1.5**	**$1.0**	**$0.3**	**$4.2**	**$7.0**	**$7.0**

Financial Plans for Accounts Supporting the 2003 Funding Package

Multimodal Transportation Account

The Multimodal Transportation Account was established several years ago as the repository for tax revenues and operating and capital expenditures not restricted by the 18th Amendment. The 2003 Transportation Funding Package directs receipts to this account from the additional 0.3% sales tax on new and used vehicles and the license plate number retention fee. The most significant pre-existing tax deposited to this account is the rental car tax. The 2003 Funding Package also directs bond proceeds from the $349.5 million State GO authorization to this account.

The Multimodal Account includes changes to projected sources of funds, based on six months of actual receipts and current forecast data. As stated above, projected revenues from licenses, permits and fees for the ten-year period declined from the November 2003 forecast (-$47.5 million) due to HB 2483 which changed the distribution of fee revenue. Monies previously deposited into this account are now distributed to other accounts. In addition, a modification was made to anticipated federal funds for rail. Due to the current uncertain state of federal transportation funding, anticipated federal funds in the outer biennia were lowered significantly, as were projected expenditures. Previously, the projected ending balance for the 2011-2013 biennium was $63.6 million; it is now projected to be $11.6 million.

Multimodal Account 2003-2005 Budget and Ten-Year Financial Plan
February 2004 forecast with 2004 Legislative Session Impacts
Dollars in Millions

	03-05	05-07	07-09	09-11	11-13	Ten-Year Total
Balance Forward from Previous Biennium	$14.1	$4.4	$0.0	$1.8	$8.0	
Sources:						
Licenses, Permits Fees Distr	24.5	26.2	23.8	28.5	29.4	132.4
LPF Re-distribution Legislation (HB 2483)	(4.4)	(9.0)	(9.2)	(9.5)	(9.8)	(41.9)
Rental Car Tax up	44.3	49.2	55.7	61.3	67.2	277.5
Sales Tax on New & Used Car Sales	60.6	64.9	68.4	71.5	75.5	340.9
Miscellaneous Income	1.3	1.3	1.3	1.3	1.3	6.5
Bond Proceeds	47.8	43.7	128.7	89.6	39.8	349.5
Federal Revenue	14.7	7.4	5.5	5.6	5.7	38.8
Local Revenue	9.9	0.2	0.2	0.2	0.2	10.6
Total Sources of Funds	**$198.7**	**$183.8**	**$274.3**	**$248.4**	**$209.1**	**$1,114.3**
Operating Uses:						
Cost of Bond Issuance	0.1	0.1	0.3	0.2	0.1	0.9
Bond Sale Underwriters Discount	0.4	0.3	1.0	0.7	0.3	2.6
Debt Service	1.9	9.0	19.1	32.1	43.4	105.5
CRT Tax Credits	4.5	4.5	4.5	4.5	4.5	22.5
Transfers to Other Accounts & Agencies	5.4					5.4
WSDOT Program Support & Planning	4.8	4.4	4.6	4.7	4.8	23.3
Public Transportation	49.8	51.5	55.8	60.1	63.5	280.8
WSF Maintenance and Operations	5.1	5.3	5.4	5.5	5.6	26.8
Rail	34.1	38.5	39.3	40.2	41.0	193.1
Total Operating Uses of Funds	**$106.1**	**$113.6**	**$129.9**	**$147.9**	**$163.3**	**$660.8**
Capital Uses:						
Hwy Preservation P0C	1.7	25.0	10.0	0.0	0.0	36.7
WSF Construction W0C	13.4	8.2	60.7	47.3	0.0	129.6
Rail Y0C	55.2	35.4	71.8	47.1	42.3	251.8
Local Programs Z0C	32.0	6.0	0.0	0.0	0.0	38.0
Total Capital Uses of Funds	**$102.3**	**$74.6**	**$142.6**	**$94.3**	**$42.3**	**$456.0**
Biennium Ending Balance	**$4.4**	**$0.0**	**$1.8**	**$8.0**	**$11.6**	**$11.6**

Funding from the 2003 Legislative Package

Bond authorization from the 2003 Legislative Package

Projects funded primarily from bonding authority provided in the 2003 funding package

Program Management Information

Right of Way Acquisition

WSDOT is pursuing funding for early acquisitions on proposed projects and seeking FHWA participation as permitted. Limitations are that early acquisition by condemnation cannot take place until a project's environmental documentation is complete and an acquisition must be a complete property purchase. When property is acquired by negotiation without threat of eminent domain, WSDOT must pay Real Estate Excise Tax on the purchase price. This additional cost is small when considered against rapidly rising land costs.

Utilities Relocation

As of March 31, 2004, no utility relocation issue has caused a Nickel Fund project to go on Watch List status.

Coordination Efforts
Below are highlights of WSDOT's coordination efforts during the quarter under review:

SR 240 – Tri-Cities Additional Lanes
A joint City of Richland power and Charter Communications project involving cable installation, and relocation work began on March 21, 2004, eight months ahead of the planned ad date. WSDOT has started work on all agreements needed for the project. Agreements with Columbia Irrigation District and Verizon Communications have been completed.

SR 161 – Corridor Improvements – 176th to 234th
Project section from 204th to 234th - There are eight different utilities affected by this project. A majority of utility conflicts should be cleared by May 1, 2004. Work on the communication facilities may still be ongoing when roadway work commences. This project is currently under contract and roadway improvement work is expected to start the beginning of May.

Project section from 176th to 204th - It is anticipated that this project will go to ad in November 2004 with a spring construction start. There are seven different utilities impacted in this segment of the corridor. The department may have some cost responsibility in various locations due to existing utility easements.

Project section from 112th Street South to the Roy Wye - The department is supporting a joint utility trench due to limited right of way and nine different utility interests. Preliminary joint trench designs have been received and estimates for the construction of the utility trench include 260 working days. Ongoing coordination efforts are underway to minimize impacts to Parkland Light and Water facilities within the corridor.

I-5 – Widen Each Direction from Salmon Creek to I-205
With the demolition of the existing NE 129th St. bridge, many utility companies needed to temporarily find alternative routes across I-5. Qwest and Clark County Public Utilities chose to place temporary lines to the south of NE 129th St and will move the permanent crossing into conduit on the new structure once it is built. NW Natural Gas utilized a directional bore to place its gas line underneath I-5 to the south of NE 129th. Comcast worked with WSDOT to place its lines in an existing empty conduit on the NE 134th St. structure. Verizon also had some concerns with a temporary crossing and worked with WSDOT to move its fiber optic line south of NE 129th St. where it would not be in conflict with any other items of work.

These changes to the permanent crossings have reduced the contractor's risk by reducing potential utility conflict points and will allow the contractor to begin the bridge construction without delay.

U.S. 395 North Spokane Corridor - Gerlach to Wandermere
An agreement has been made with Bonneville Power Administration to initiate design work on tower relocation and reconstruction. The design work is to be completed by April 2004. Construction is scheduled to begin in November 2004. WSDOT is also beginning work with Williams Gas to relocate a natural gas distribution line affected by the project.

Environmental Documentation, Review, Permitting, and Compliance: Performance to Date

Compliance with the Endangered Species Act

Almost 40 Nickel projects remain to be advertised for construction in this biennium according to the delivery plan in the 2003 Transportation Funding Package. Twenty-seven of these projects have completed their required consultations under Section 7 of the Endangered Species Act. Two projects will not require Section 7 consultation, as no federal funding will be used in these projects. Seven other projects are still in preliminary stages of design and do not have completed biological assessments. As a result, consultation has not yet begun on these projects. Finally three projects are local agencies projects.

Current Status and Impacts of New FHWA Requirement

Much of the backlog at the services has been eliminated and the consultation process is currently moving more smoothly. However, WSDOT is concerned about a recent clarification from FHWA that Endangered Species Act consultations should be complete before FHWA finalizes environmental review documents (Documented Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements). The effect of this change is to require consultation earlier in the life of a project when less project detail is available. This will require that the services approve performance-based standards for projects to meet, rather than relying on site-specific design information. This process could slow down the consultation process for the remaining 2003 Transportation Funding Package list projects. We will be evaluating this change to determine whether it creates problems for completing environmental review documentation and consultations in a timely manner.

No Quarter Three Consultant Projects

There are no 2003 Transportation Funding Package projects currently undergoing consultation with the US Fish and Wildlife Service and National Office of Atmospheric Administration – Fisheries (Services). Three projects (SR 7 – SR 507 to SR 512, SR 9 Nooksack Road Vicinity to Cherry Street and SR 167 – 15 St. SW to 15th St. NW – HOV) are expected to enter consultation in quarter four.

MAP Team Status and Update

The Multi-Agency Permitting Team (MAP Team) has been engaged since early November 2003. The King County Department of Development and Environmental Services has recently joined the MAP Team agency participation. The team is responsible for working together on selected transportation projects to address and minimize risks associated with the environmental permitting process and to target opportunities to improve environmental quality.

In the original planning stages, the MAP Team took on 55 projects with the potential to progress successfully through the multi agency team approach to permitting. Of the 55, 18 projects were subsequently eliminated based on revised permit needs and permitting schedules. Projects are now added or eliminated on a case-by-case basis. Currently 40 projects are assigned to the team, of which 13 are 2003 Transportation Funding Package projects. The 13 projects include three projects on the Watch List:

- SR 167, 15th Street SW to 15th Street NW
- SR 24/I-82 to Keys Road
- SR 543/I-5 to International Boundary

Compliance

In past editions of the *Gray Notebook*, we have reported on our permit compliance assurance efforts. Unfortunately, a serious recent environmental permit violation has served as a reminder that our compliance aspirations still require more attention. Plans to improve compliance will be reported in future editions.

Wetlands violations on the SR 18 Project

A wetland permit violation on the SR 18, Maple Valley to Issaquah Hobart Road widening project (not a Nickel Fund project) caused WSDOT and its contractor to stop work in and near environmentally sensitive areas on April 26, 2004. While preparing to enhance a 20-acre wetland, workers placed fill on 1.1 wetland acres, a violation of the project's permit. WSDOT reported the violation to the US Army Corps of Engineers, the Washington State Department of Ecology, and King County. The Corps directed WSDOT to stop work in wetland sites until a permit revision is approved. Work will resume in other mitigation sites only when the areas are clearly marked, and crews working for WSDOT and the Contractor have reviewed the permit conditions and allowable methods of work.

In addition to the work stoppage in sensitive areas, WSDOT environmental experts are investigating the incident and will issue a report by the end of May, 2004 of their findings on how the violation came to occur. Highway construction work continues outside of the sensitive areas. Further enforcement action by regulating agencies including fines may likely emerge.

Construction Employment Information

How many construction workers are at work on the 2003 Transportation Funding Package projects?
We have asked contractors on the 2003 Transportation Funding Package projects in construction to provide WSDOT with a "snapshot" estimate of the "average" direct job site employment on each job over the course of the quarter. The following table captures the prime contractors' responses for their own work and their on-site subcontractors on the projects that have already gone into construction.

Of course, direct employment is only the first of the economic benefits of the construction activity. Labor economists have extensively examined the direct and indirect benefits of construction employment. A useful guide is the Associated General Contractors of Washington's *Economic Impact of the Construction Industry on the State of Washington, 2002 Update* (prepared by the University of Washington).

Average Number of Employees for Prime and Sub Contractors
2003 Transportation Funding Package Projects

Project/Contractor	Oct.-Dec. 2003	Jan.-March 2004
I-5 Widen Each Direction from Salmon Creek to I-205: Hamilton Construction	24 Prime 24 Subcontractor	39 Prime 27 Subcontractor
SR 500, New Interchange and Additional Lanes: Tapani Underground Inc.	21 Prime 18 Subcontractor	38 Prime 23 Subcontractor
I-90, Build Lanes from Argonne to Sullivan Road Scarsella Brothers Inc.	19 Prime 13 Subcontractor	38 Prime 23 Subcontractor
I-90, Ryegrass Summit to Vantage Superior Paving Company	14 Prime 10 Subcontractor	13 Prime 10 Subcontractor
I-90, Highline Canal to Elk Heights Scarsella Brothers Inc.	17 Prime 12 Subcontractor	3 Prime 13 Subcontractor
I-82/U.S. 395 Interchange-Roadside Safety Transtate Paving Company	6 Prime 2 Subcontractor	Project Complete
SR 124, East Jct. SR 12-Reconstruction Transtate Paving Company	Prior to start date	3 Prime 2 Subcontractor
SR 9/SR 528 Intersection Signal Signal Electric Company	Data not available	

Upcoming Projects
Look for employment information for these projects in next quarter's *Gray Notebook*.

- SR 16, HOV Improvements between Olympic View Drive and Union Ave: Tri-State Construction, Inc.
- U.S. 97A, Entiat Park Entrance-Turn Lanes: Basin Paving Company
- SR 161, 234th Street to 204th Street E: Scarsella Brothers Inc.
- SR 203, NE 124th/Novelty Rd: Vic Wilder Construction Company
- U.S. 395, Kennewick Varible: Message Sign Colvico, Inc.
- SR 527, 132nd SE to 112th SE (Additional Lanes): KLB Construction, Inc.
- U.S. 395, North Spokane Corridor – Francis Ave to Farwell Rd

Construction Safety Information

This section of the Beige Pages is attempting to track the job site safety record on the 2003 Transportation Funding Package projects. All recordable injuries will be recorded for both WSDOT personnel as well as the contractors engaged by WSDOT to perform the construction work. This information will be combined into a single number indicating the total number of recordable injuries per project per quarter. *A recordable injury is defined as a standard measure that includes all work related deaths and work related illnesses and injuries, which result in death, loss of consciousness, days away from work, days of restricted work or medical treatment beyond first aid.*

Project/Contractor	Recordable Injuries for Jan-March 2004
I-5 Widen Each Direction from Salmon Creek to I-205 Hamilton Construction	0
SR 500 New Interchange and Additional Lanes Tapani Underground Inc.	1
I-90, Build Lanes from Argonne to Sullivan Road Scarsella Brothers Inc.	0
I-90, Ryegrass Summit to Vantage Superior Paving Company	0
I-90, Highline Canal to Elk Heights Scarsella Brothers Inc.	0
I-82/U.S. 395 Interchange-Roadside Safety Transtate Paving Company	Project Complete
SR 124, East Jct. SR 12-Reconstruction Transtate Paving Company	Data Not Available
SR 9/SR 528 Intersection Signal: Signal Electric Company	Data Not Available

Upcoming Projects

Look for safety data for these projects expected to start construction shortly in the next *Gray Notebook*.

- SR 16, HOV Improvements between Olympic View Drive and Union Ave: Tri-State Construction, Inc.
- U.S. 97A, Entiat Park Entrance-Turn Lanes: Basin Paving Company
- SR 161, 234th Street to 204th Street E: Scarsella Brothers Inc.
- SR 203, NE 124th/Novelty Rd Vic: Wilder Construction Company
- U.S. 395, Kennewick Variable Message Sign: Colvico, Inc
- SR 527, 132nd SE to 112th SE (Additional Lanes): KLB Construction, Inc.
- U.S. 395, North Spokane Corridor – Francis Ave to Farwell Rd: Max J. Kenney

Consultant Utilization

WSDOT this quarter increased the use of specialized consultant expertise by adding subject matter experts in the fields of:

- Design/Build solicitation packages and contract preparation
- Preparation of more reader-friendly Environmental Documentation
- Selection of replacement contracts for the ongoing Cost Risk Assessment process
- Regional Transportation Investment District Engineering Cost Estimate Review

Regional Transportation Improvement District Projects

The 2003-2005 Transportation Budget requires the Regional Transportation Improvement District (RTID) to conduct an independent review of all project scopes and budgets prior to placing projects on the ballot. National and/or international experts with experience in a wide range of engineering disciplines and in cost risk assessment were solicited through advertisement both locally and nationally.

Four main firms submitted Statements of Qualifications including an array of subject matter experts as sub-consultants. The RTID Selection Panel met, reviewed submitted statements and narrowed the list to three firms for interviews. In the period between the end of the quarter and the date of this report, the first-rated firm was found, in the course of contract negotiations, to be unable to perform the contract in accordance with the schedule needs of the project and negotiations were terminated. The second-ranked firm US Cost, Inc. has entered into its engagement and begun work.

On-Call Services

The on-call agreements put in place in 2002 to provide quick response to project needs for Urban Corridors Office, has become a model for statewide on-call arrangements. Combining the statewide on-calls with the Urban Corridors on-calls, WSDOT currently has over 350 different consulting firms, in seven broad categories, committed to providing services on short notice to WSDOT. These firms range from single person consultants to large, multi-tiered organizations and many have internationally recognized experts on staff.

Specific Projects

Currently more than 30 different primes and an even larger number of sub-consultants are under contract to provide services on specific 2003 Transportation Funding Package projects across the State.

New Project Authorizations

New authorizations for consultant work are reported as they occur each quarter of the biennium. The net total of new authorizations during this quarter for work not previously authorized was $12.4 million. The total consultant agreement work authorized to date for the 2003 Transportation Funding Package is now $78 million.

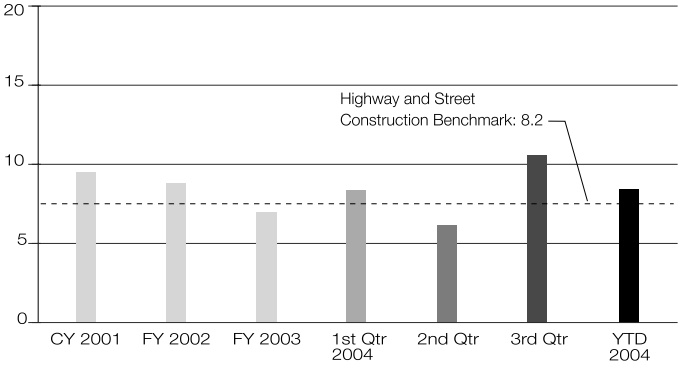
Project	3rd Qtr Authorizations
I-405 Congestion Relief & Bus Rapid Transit (BRT) Projects	$1,055,449
SR 509/I-5 Freight & Congestion Relief Project	$310,950
SR 509, South Access Project	$27,847
SR 520, Bridge Replacement & HOV Project	($157,227)
SR 99/Alaskan Way Viaduct & Seattle Seawall Replacement	$142,186
Other UCO On-Call Efforts in Support of Projects	$173,596
I-5/SR 161, SR 18 I/Cs (Triangle)	$1,181,357
I-5, Everett SR 526 to U.S. 2 HOV	$2,795,682
SR 18, Issaquah Hobart to I-90 Widening	$2,997,521
SR 20, Fredonia to I-5 Added Lanes	$24,582
SR 522, Snohomish R Br to US 2	$668,124
SR 527, Roadside Restoration	$46,217
SR 539/I-5 Improved Access	$3,028,868
SR 704, Cross Base Highway	$81,152

Worker Safety: Quarterly Update

Continuing Updates on *Gray Notebook* Safety Topics

Data is shown for calendar year (CY) 2001, fiscal year (FY) 2002, FY 2003 and FY 2004 by quarter.

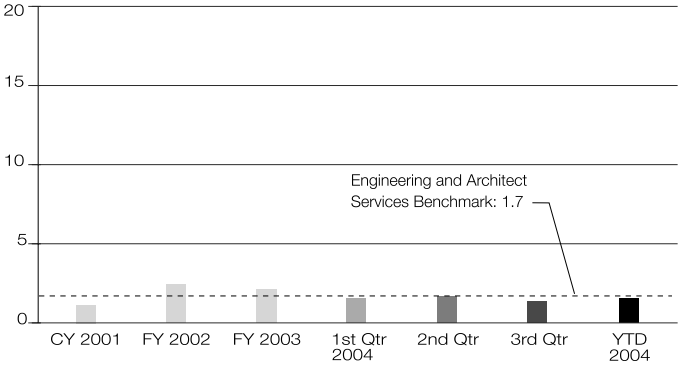
WSDOT Highway Maintenance Workers



Recordable Injuries per 100 Workers per Fiscal Year

The third quarter recordable injury rate for maintenance workers was 10.5 injuries per 100 maintenance workers. There were 40 recordable injuries reported during the third quarter of which 25 were lost workday cases accounting for 282 lost workdays. The increase in the maintenance injuries for the third quarter is due to 45% of the maintenance injuries from last quarter being reported late, causing them to roll over to this quarter. This resulted in a 45% increase in injuries and a 22% increase in lost workdays. The three most frequent types of injuries for the third quarter were sprain/strain (38%), dislocation (18%), and occupational illness (8%). The three most frequent causes of injuries for the quarter were bodily reaction/non-impact injuries (23%), overexertion (20%), and motor vehicle accident (13%). The three most frequent injuries to the body were back (28%), multiple parts (13%), and eye (10%).

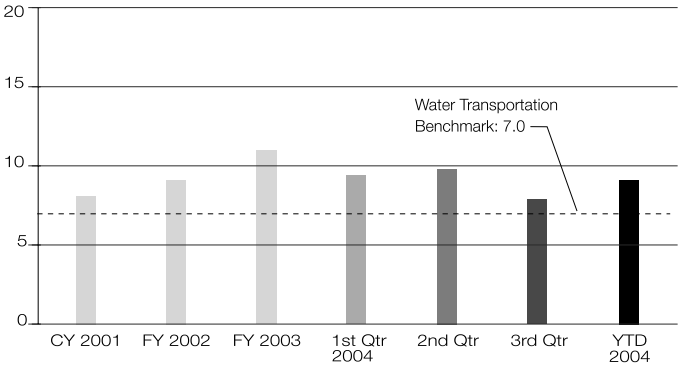
WSDOT Highway Engineer Workers



Recordable Injuries per 100 Workers per Fiscal Year

The third quarter recordable injury rate for engineer workers was 1.3 recordable injuries per 100 engineer workers. There were seven recordable injuries during the third quarter of which seven were lost workday cases accounting for 111 lost workdays. This is a 13 percent decrease in the number of recordable injuries from the previous quarter but a 50 percent increase in lost workdays. The three most frequent types of injuries for the quarter were sprain/strain (57%), fracture (14%) and inflammation (14%). The three most frequent causes of injuries were fall from same level (43%), noise (14%) and overexertion (14%). The three most frequent injuries to the body were ankle (29%), arm (14%), and eye (14%).

WSDOT Ferry Vessel Workers



Recordable Injuries per 100 Workers per Fiscal Year
Source for all charts: WSDOT Safety Office

The third quarter recordable injury rate for ferry vessel workers was 7.9 injuries per 100 ferry vessel workers. There were 18 recordable injuries during the third quarter of which all 18 were lost workday cases accounting for 259 lost workdays. This is a 22% decrease in injuries from the previous quarter and a 3.4% decrease in lost time days. The three most frequent types of injuries were sprain/strain (72%), bruise (11%), and aggravation of previous injury (11%). The three most frequent injuries to the body were back (33%), multiple (11%), and shoulder (11%).

Reading the Charts

"Recordable Injuries and Illnesses" is a standard measure that includes all work related deaths and work related illnesses and injuries, which result in death, loss of consciousness, days away from work, days of restricted work or medical treatment beyond first aid. The U.S. Bureau of Labor Statistics provides the selected 2000 national average benchmarks. After discussion with the National Bureau of Labor Statistics, the following benchmarks were selected to provide a more relevant and consistent benchmark. **Maintenance:** "Highway and Street Construction" Standard Industry Classification (SIC) 161 (rate 8.2). **Engineering:** "Engineering and Architect Services" SIC 871 (rate 1.7). **Ferry Vessel Workers:** "Water Transportation" SIC 44 (rate 7.0). (One worker equals 2,000 hours per year.)

Worker Safety: Quarterly Update

Continuing Updates on *Gray Notebook* Safety Topics

Accident Prevention Activities
Third Quarter FY 2004

WSDOT's Northwest Region reviewed contractor site-specific construction plans and safety procedures during pre-construction meetings to address safety hazards on the job.

The Northwest Region provided safety requirements and safety hazards information to all employees monthly through their Safety & Health Newsletter and Northwest regional web site. Four hundred seventy four employees also were trained in 32 safety training classes during the quarter.

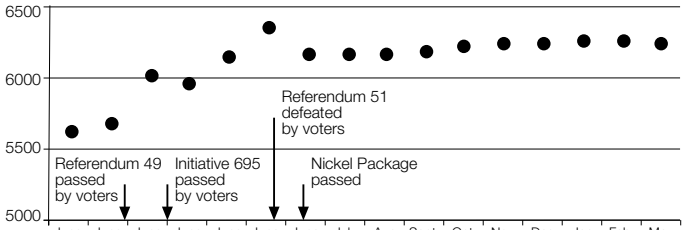
Washington State Ferries (WSF) implemented the new U.S. Coast Guard regulations concerning the transportation of Hazardous materials on board WSF auto ferries, and continued its random inspection of work sites both on the fleet and at shore side locations, actively looking for possible problem areas and getting input from WSF employees on their safety concerns.

Workforce and Training

WSDOT Workforce Levels

One indicator of the agency's workforce size is the current number of permanent full-time employees on staff. The accompanying chart shows that number at various points since the end of 1997. (The number of "FTE's" [full-time equivalents] will generally exceed the number of full-time employees, since seasonal and part-time work force must also be funded from "FTE" allotments.)

Number of Permanent Full-Time Employees at WSDOT



Source: WSDOT Office of Human Resources

Training for WSDOT Highway Maintenance Employees

WSDOT continues progress toward achieving training goals for maintenance employees. A total of 23 safety and maintenance courses are required by law and/or regulation. Seasonal workload has a significant impact on training completion. During the winter snow-removal season, maintenance workers are not readily available for training. The chart shows status of training completed for six of the 13 required Safety courses and five of the 10 Maintenance courses.

Safety Courses	Maintenance Workers Requiring Training Mar 04	Total Current Maintenance Workers Trained to Date Mar 04	Maintenance Workers Trained 2nd Quarter FY 04	Maintenance Workers Trained 3rd Quarter FY 04	Compliance to Date (Mar 04): Target= 90%	Change in Compliance Since Last Quarter
Blood Borne Pathogens	1229	1088	46	38	**89%**	**3%**
First Aid	1473	1395	0	33	**95%**	**2%**
Hearing Conservation	1365	1261	0	10	**92%**	**-**
Personal Protective Equipment	1351	893	0	0	**66%**	**-**
Fall Protection	793	423	0	0	**53%**	**-1%**
Flagging & Traffic Control	1156	1121	0	10	**97%**	**-**
Maintenance Courses						
Drug Free Workplace	323	279	0	0	**86%**	**-2%**
Forklift	1174	1038	28	11	**88%**	**-**
Hazardous Materials Awareness	1000	678	90	5	**68%**	**-**
Manlift Operations	360	228	8	8	**63%**	**4%**
Excavation, Trenching and Shoring	454	300	93	0	**66%**	**10%**

Training for All WSDOT Employees

The following table reflects continued progress on important workforce training courses that help shape the department's workplace. These courses are for all permanent full-time, part-time, and temporary employees. The goal is to have 90% of our workforce trained as resources and time allow.

Training Courses	Number Requiring Training	Number of Employees Trained to Date	Number Trained 2nd Quarter FY04	Number Trained 3rd Quarter FY04	Compliance to Date: Target: 90%	Change in Compliance Since Last Quarter
Disability Awareness	7205	2626	131	24	**36%**	**1%**
Ethical Standards	7205	6921	82	29	**96%**	**-1%**
Security Awareness - all employees	7205	5643	0	0	**78%**	**0%**
Security Awareness - supervisors	2909	1492	0	0	**51%**	**-2%**
Sexual Harassment/Discrimination	7205	4941	149	51	**69%**	**2%**
Valuing Diversity	7205	3658	142	84	**51%**	**7%**
Violence that Affects the Workplace	7205	5917	7	0	**82%**	**1%**

Source: WSDOT, Office of Human Resources, Staff Development.

Highway Construction Program

Meeting WSDOT's Scheduled Advertisement Dates

Project Advertisements - Biennium to Date

The Highway Construction Program is the largest capital program in the Transportation Budget. Planned expenditures for the 2003-2005 biennium are approximately $2.3 billion.

Overall delivery of the Highway Construction Program is tracked and monitored against schedule projections for ad dates and for project cash flow. The first measure used is "Meeting WSDOT's Scheduled Advertisement Dates." The second measure is "Cash Flow."

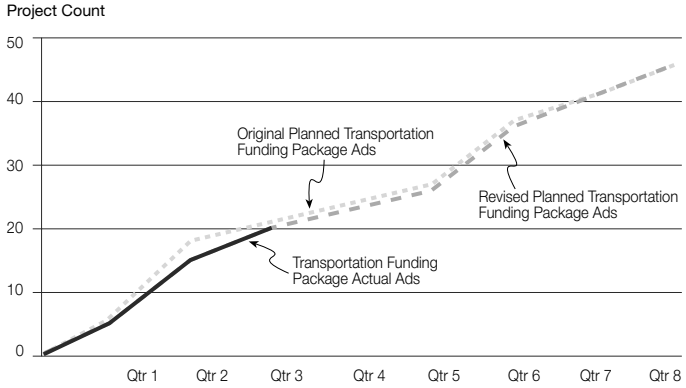
Funding for the 2003-2005 Highway Construction Program includes a variety of fund sources, including pre-existing transportation funds, 2003 Transportation Funding Package ("Nickel funds) and Tacoma Narrows Bridge funds. The program includes 345 project commitments during the current biennium that will be tracked using the advertisement date, of which 46 are "Nickel" projects and 299 are funded with pre-existing funds.

To Date: 2003 Transportation Funding Package ("Nickel Funds")

The graph below shows the Nickel Project advertisement to date. For detailed information on Nickel Projects please see page 5 "Contract Advertising and Award."

Highway Construction Program Delivery

2003 Transportation Funding Package ("Nickel Funds")
Planned vs. Actual Number of Projects Advertised
2003 - 2005 Biennium, Quarter 3 ending March 31, 2004



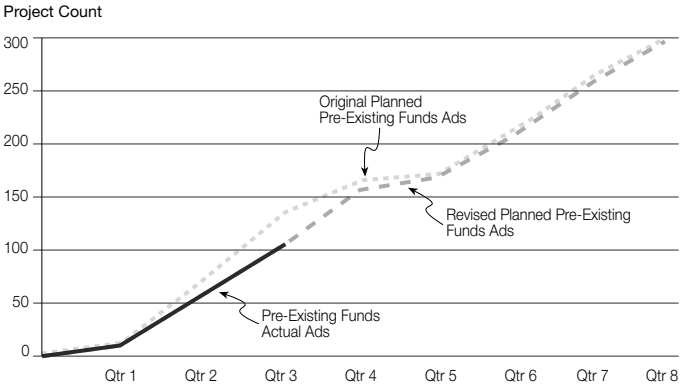
Highway projects starting the fourth quarter were revised based on the adoption of the 2004 Supplemental Transportation Budget. The **revised line** on the chart represents the change in the number of planned advertised projects for the highway construction program from the original 2003 Transportation Funding Package.

Pre-Existing Funds

By the end of the third quarter of the 03-05 biennium, there were 130 projects with pre-existing funding planned for advertisement. Eighty-one projects were advertised as scheduled. Nine projects were advertised early. Nine were advertised at a date that trailed their schedule. Twenty-seven projects are unadvertised despite their scheduled date. Twenty-one of these are expected to be advertised in time that they will be in construction in the 2004 construction season, as originally expected, and with the expectation that they will also meet their scheduled completion dates. Six have moved into future quarters and are planned to begin in the 2005 construction season, three projects were deferred and one was deleted. Three projects were also advertised in response to emergencies. This brings the total advertised projects to 102 for the biennium (including the three emergency projects).

Highway Construction Program Delivery

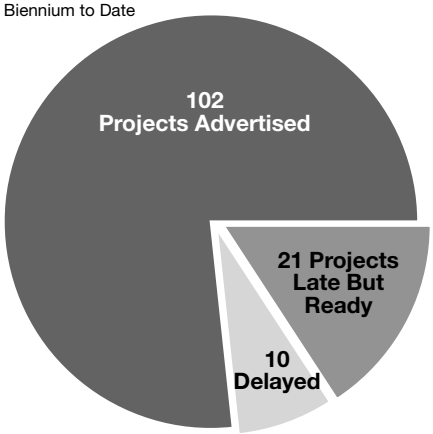
Pre-Existing Funding
Planned vs. Actual Number of Projects Advertised
2003 - 2005 Biennium, Quarter 3 ending March 31, 2004



Highway projects starting the fourth quarter were revised based on the adoption of the 2004 Supplemental Transportation Budget. The **revised line** on the chart represents the change in the number of planned advertised projects for the highway construction program from the original Pre-Existing Funding.

"Pre-Existing Funding Projects"

Biennium to Date



Projects Advertised

As Scheduled	81
Projects Ads Early	9
Project Ads Late	9
Emergency Projects	3
Total	**102**

Projects Late But Ready

Support 2004 Construction Season	21
Total	**21**

Projects Delayed

Out of Biennium	3
To Subsequent Year	6
Deleted	1
Total	**10**

Total Number of Projects: 133

Meeting WSDOT's Scheduled Advertisement Dates

Ad Date: Pre-exisiting Funding for the Third Quarter
There were 59 pre-existing projects scheduled for advertisement in the third quarter; 38 projects were advertised on time as scheduled; five were advertised earlier in quarter two; 14 have been delayed slightly to later in the 2003-2005 biennium and will be started, as planned, within the 2004 construction season with no change to the project completion date; one project has been deferred beyond the 2003-2005 biennium; and the SR 16 Center Street off ramp to Jackson Avenue project was added to SR 16, Union to Jackson to allow for efficiencies and contract administration. In addition to the 59 planned for advertisement, there were seven from quarter two that were advertised in the third quarter.

The following are examples of the 38 pre-existing projects advertised as planned in quarter three:

U.S. 2, Reiter Road Vicinity Rechannelization
This intersection on U.S. SR 2 is identified as a High Accident Location (HAL). To reduce the number and severity of accidents, this safety project will construct an eastbound left turn lane and improve the turning radius from southbound Reiter Road to westbound U.S. SR 2. The northeast corner will be regraded and existing guardrail will be removed. The Sultan School District has contributed funds toward these intersection improvements.

I-5, North Seattle Bridges – Seismic
This project will retrofit the single columns of eight bridges to bring them up to current seismic standards and reduce the risk of catastrophic failure.

SR 16, Center Street Off Ramp to Jackson Ave
This project was combined and the work included in the "SR 16 HOV: Union Avenue to Jackson Avenue project advertised in March 2004. This allows for efficiencies in contract administration and production that result in lower costs for the work.

I-82, Coffin Road Vicinity Paving
This project will rehabilitate the interchange on I-82. The top layer of asphalt on the ramps and crossroads will be ground off by milling and replaced in-kind with Asphalt Concrete Pavement (ACP).

The following are six of the delayed projects:

SR 3, Thompson Road to SR 104 Paving
To contain costs and improve efficiency, the project on SR 3 has been combined with a paving project on SR 308. While the advertisement date has been delayed, the construction season will not be missed. The combined projects are scheduled to be completed prior to September 2004.

SR 9/U.S. 2 Interchange Modification
This project was delayed pending modification of the "Cultural Site Area" review for approval of the environmental permit. The site has now been approved by the Office of Archaeology and Historic Preservation. WSDOT has applied for the environmental permits; however, project advertisement was delayed and was advertised on April 26, 2004 with no change in the construction season.

I-90, Gold Creek to Easton Hill – Paving
This project is dependant on the roadway condition assessment after the winter. After the 2003 winter season, the roadway held up better than anticipated and the project remains ready for advertisement, but will be delayed until June 2005.

SR 121, Maytown Interchange to 93rd Ave.
This project was delayed to June 2004 to allow time to complete the consultant agreements. This is a pilot project that will test the region's ability to balance workload and workforce requirements by outsourcing construction administration to consultants. While the Request For Proposals process has delayed the advertisement of this project, construction work is expected to begin summer 2004 as planned with no change to the open to traffic date.

SR 522, Snohomish River Bridge - Scour Repair
The current advertisement was rescheduled to May 2004 due to delayed approval of the environmental permits by other agencies. The project has the potential to be delayed even further as one right of way parcel remains to be purchased. It is anticipated that the project will remain in the 2004 construction season.

SR 544, East Fork Johnson Creek Bridge
The HPA permit has been received by WSDOT and the Corps of Engineers permit is expected in early May 2004. The project advertisement date has been delayed two months as both permits are required prior to starting bridge scour repairs. The project will occur within the 2004 construction season.

One Project was deferred for later advertisement in the third quarter

U.S. 2, Tye River Bridge Vicinity
This is one of eleven unstable slope projects that have been deferred to October 2007 in the 2005-2007 biennium through the statewide priority programming process. Design, plans and specifications will be completed in November 2004, then documented for future reference.

Advertisement Process

In delivery of the Highway Construction Program, WSDOT tracks key milestones of each project. In some instances the planned advertisement date may be missed, but subsequent milestones may remain unchanged, and WSDOT project delivery commitment is maintained.

To provide a complete and balanced overview of program and project delivery, it is important to take into consideration all of the major milestones:

Begin Preliminary Engineering
A project schedule is usually broken into two general phases, the preconstruction phase and the construction phase. Preconstruction involves design, right of way and environmental activities. Beginning preliminary engineering marks the start of the project design and is usually the first activity in delivering the project.

Environmental Documentation Complete
Most projects involve environmental processes requiring documentation prior to advertisement. These activities occur parallel to and are coordinated with the design process. This milestone is a good indicator of whether decision makers from other agencies will have the necessary information in hand and in time to issue construction permits that support the project schedule.

Right of Way Certification
Often WSDOT projects require purchasing right of way. The right of way certification marks the point that several right of way requirements are met and the process is complete for advertisement.

Advertisement (Ad Date)
This is the date that WSDOT schedules to publicly advertise a project for bids from contractors. When a project is advertised, WSDOT makes available to bidders a completed set of plans, specifications, along with an estimate prepared by WSDOT of what the work should cost. At this point, WSDOT will generally have obtained all necessary permits, right of way, and funding. During the advertisement period, prospective contractors review the bidding documents and prepare their bid. This scrutiny may identify errors, omissions or ambiguities in the plan and specifications. When these occur, WSDOT will issue an addendum to the plans and specifications to make corrections or clarifications to assure a fair bidding procedure.

Bid Opening
This is the date when the competitive bids for a project are received and publicly read. Typically advertisement periods range from three to eight weeks, depending on the size and complexity of the project. If addenda are necessary for the contract late in the advertisement phase the bid opening may be delayed in order to give bidders time to incorporate the changes into their bid.

Award
This is the date when the contract is awarded to the lowest responsible bidder. WSDOT typically can award the contract within a week of the bid opening, but may take up to 45 days before awarding the contract. Once the contract is awarded, the contractor has an additional 20 days to obtain the insurance policies and bonds, and to sign the construction contract.

Execution
This is the date when the contract is signed on behalf of WSDOT. This typically occurs within a couple of days of when the contractor's signed documents are received.

Construction Start
This is the date when work actually starts on building the project and activity might be seen on the site. Each contract specifies the number of working days the contractor has to complete the work. The working day clock starts on the tenth calendar day after execution by WSDOT. Work beginning on the site will depend on the weather and the nature of the work that needs to be performed.

Open to Traffic
This is the date when the public has free and unobstructed use of the facility. In some cases, the facility will be open, but minor work items may remain to be completed.

Final Contract Completion
This is the date when the contract is completed. All contractual work will have been completed and all payments to contractors will have been completed.

For reporting purposes and as discussed above, WSDOT will continue to focus and report on the advertisement date milestone related to delivery of a specific transportation solution committed to in the budget. However, when reporting projects that miss this scheduled date, WSDOT will provide information regarding the other milestones that may or may not be affected as a result of this delay.

Cash Flow on Highway Construction Projects

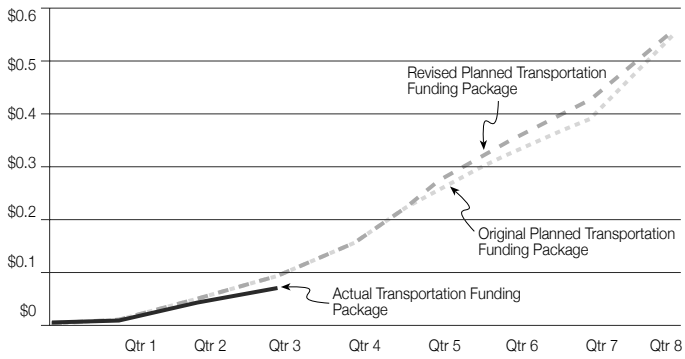
2003 Transportation Funding Package ("Nickel Funds")

Expenditures for highway projects through the quarter ending March 31, 2004 were $76.3 million of the planned $93.7 million. Currently, expenditures are within 19% of meeting the 2003 Transportation Funding Package plan. This pattern of 2003 Transportation Funding Package spending is illustrated by the fact that expenditures in the future quarters in the 2003-2005 biennium accelerate and the eighth quarter includes 28% of the entire biennium's budgeted cash flow. The chart shows a revision of the original planned expenditures in cash flow as a result of the adoption of the 2004 Supplemental Transportation Budget. It is anticipated that the expenditure rate will increase as more projects are advertised and awarded during the fourth quarter.

Cash Flow on Highway Construction Projects

2003 Transportation Funding Package ("Nickel Funds")
Planned vs. Actual Expenditures
2003 - 2005 Biennium, Quarter 3 ending March 31, 2004

Dollars in Billions



Expenditures for Highway projects starting the fourth quarter were revised for Nickel funded projects based on the adoption of the 2004 Supplemental Transportation Budget. The **revised line** on the chart represents the change in the planned cash flow for the highway construction program from the original 2003 Transportation Funding Package.

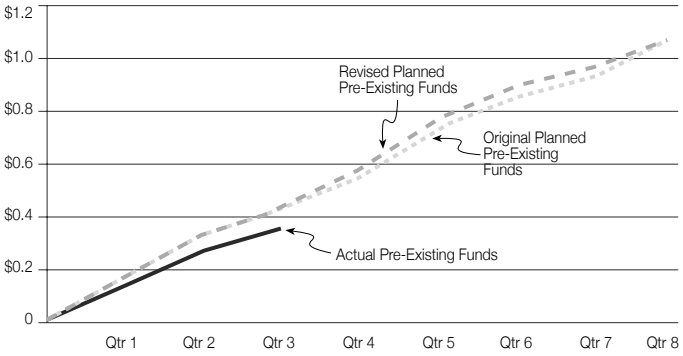
Pre-Existing Funding

For the first three quarters of the biennium, WSDOT submitted an expenditure plan to the legislature for approximately $420 million. As of March 31, 2004, expenditures totaled $348 million. This leaves a variance of approximately $72 million or 17.1% from the plan. With the approval of the Supplemental Budget in 2004, WSDOT should be able to accelerate projects that were waiting for legislative direction and this should begin to close variance gap.

Cash Flow on Highway Construction Projects

Pre-Existing Funding
Planned vs. Actual Expenditures
2003 - 2005 Biennium, Quarter 3 ending March 31, 2004

Dollars in Billions



Expenditures for Highway projects starting the fourth quarter were revised for pre-existing funded projects based on the adoption of the 2004 Supplemental Transportation Budget. The **revised line** on the chart represents the change in the planned cash flow for the highway construction program from the original 2003 Transportation Funding Package.

Safety Improvements: Quarterly Update

While elements that improve safety are a part of almost every highway construction project, a special program has been established by the legislature that identifies projects designed to address issues in "high accident corridors" and "high accident locations."

These projects account for a small portion of the overall benefits to safety from highway improvements. WSDOT tracks the advertisement of these projects with other projects in the program in order to provide a picture of program delivery on an issue that is of great importance on selected locations around the state.

Of the 15 safety projects planned in the third quarter; seven were advertised on time, one project planned for the third was advertised early in the second quarter, seven were delayed into the fourth quarter with construction remaining in the planned construction season and one was rescheduled for the next construction season into the seventh quarter.

The following are the projects that were advertised on time in quarter three (or, in one case, advanced into quarter two):

- U.S. 2, Reiter Road Vicinity
- I-5, County Line to Prairie Creek Bridge
- I-5, Pacific Avenue Interchange / Southbound off ramp
- SR 16, Burley-Olalla Intersection
- SR 24, South Wahluke Slope – Guardrail (from the second quarter)
- SR 18, Eastbound off ramp to West Valley Highway
- SR 161, OHOP Valley Road / Ski Park Road
- I-90, High Point Road & 436th Avenue Interchange

The following are the seven projects delayed to quarter four:

SR 2, Old SR 2 Vicinity to SR 9 Vicinity – Safety
Due to the discovery of a bald eagle nest within the project limits, construction cannot begin until July 15, 2004, after the nesting season. The advertisement date has moved to the fourth quarter with no change to the 2004 construction season.

SR 92/SR 9 to 84th Street NE Vicinity
A turn lane at 147th Ave NE was added to the project requiring a revision to the hydraulics report. Due to staff changes at the Corps of Engineers, the permit being sent to WSDOT was delayed. These changes required that advertisement be delayed by two months. This project was advertised on April 12, 2004, and is scheduled for completion during the 2004 construction season as planned.

SR 104, Miller Bay Road – Safety
The intersection plan had to be revised to accommodate unforeseen utility relocation work. The advertisement date has been delayed two months. This project will be advertised on May 10, 2004 and is scheduled for completion by December 2005. It will begin as planned in the 2004 construction season with no delay to the open to traffic milestone.

SR 164, 158th Ave SE Channelization
This project has been delayed three months due to the unusually large number of owners involved with the last four right of way parcels. The parcels are owned by the Muckleshoot Nation and each parcel has multiple tribal owners, sometimes as many as fifty owners. Additional time is needed in order to get consent of at least 51% of the ownership that must agree to the sale. This issue may delay the construction season for this project.

SR 532, Junction 102nd Avenue NW
Project advertisement was delayed two months after a discovery that the right of way width shown on the plan for the city street was incorrect. This required revision of the plan to include an additional parcel needed in order to construct the improvements. Currently, there is no change to the 2004 construction season or the anticipated completion date.

SR 539, King Tut Road and Bartlett Road
An extended negotiation for one right of way parcel has caused the advertisement to be delayed three months. This delay should not impact the construction season or the open to traffic milestone. The project will be completed in the 2004 construction season.

SR 542, Scenic Viewpoint to Excelsior Trail
Required shoreline and hydraulic permits have not been approved, delaying the advertisement date to June 2004. This guardrail project remains on schedule for the 2004 construction season.

The following project was delayed to quarter seven:

SR 20, Fruitdale Road Intersection
A previously undefined wetland was discovered within the project boundaries. The site must be monitored for one year prior to construction, resulting in the advertisement delay to March 2005.

Hot Mix Asphalt for Awarded Contracts

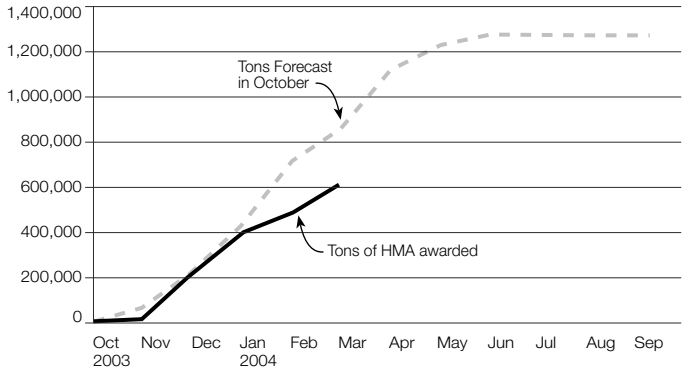
In October of 2003, WSDOT forecasted that over 1,324,200 tons of Hot Mix Asphalt (HMA) would be required for awarded construction contracts from October 2003 through September 2004. During the first six months (October 2003 through March 2004), WSDOT forecasted that 51 projects would be awarded with a combined total of 895,359 tons of HMA.

Until January 2004 the forecast and awarded tons were very close. In January the awarded tons began to lag behind the forecast and the trend continued through February and March. The actual tally at the end of March was 43 projects awarded with 638,251 tons of HMA. The delivery of HMA trails the forecast by 257,108 tons.

Awarded projects were less than forecasted, and the consequent lag in tons of HMA awarded are in part related to highway construction program advertisement delays. The trend in previous years shows that the award of some projects may be delayed, but the final tally of projects and HMA tons comes in on target.

Hot Mix Asphalt Pavement

Tons of HMA Awarded: October 2003 through March 2004



Source: WSDOT Construction Office

Tacoma Narrows Bridge Project Update

As of March 31, 2004, design-builder Tacoma Narrows Constructors (TNC) has completed 31.0% of the construction phase of the SR 16 Tacoma Narrows Bridge project. In January 2004, TNC reached another milestone – that of "touching down" the eastern caisson (Tacoma side) on the Narrows seabed 149 feet below the water surface. That touchdown followed the successful touchdown of the western caisson (Gig Harbor side) a month earlier.

In February, crews removed the Gig Harbor caisson's 15 false bottoms or air domes that had helped the caisson remain buoyant before its touchdown. They used a combination of divers to cut the false bottoms loose with a torch and a 68-foot spear termed the "can opener" that perforated the false bottoms. TNC removed the false bottoms on the Tacoma caisson in March. After removing the false bottoms, soil can be dredged from the seabed through the 15 hollow cells in the caissons to sink the caissons about 60 feet into the seabed. To date, the Gig Harbor caisson has sunk about 30 feet and the Tacoma caisson has sunk about 18 feet. Following that step, TNC crews will seal the bottom of each caisson with a 25-foot-thick concrete seal. They will then cap the tops of each caisson with a 15-foot-thick "distribution cap," on which they will start building the bridge towers.

Other bridgework continues as well, including anchorage construction and the overseas fabrication of the suspension cable wire. On the Tacoma and Gig Harbor anchorages, crews have poured a total 22,000 cubic yards of concrete. The Tacoma anchorage now has the first pieces of the massive anchor frames set in place that will support future suspension cables. Roadwork has also steadily progressed through the winter months. Lighting and landscaping near the 36th Street NW interchange is complete. The Tacoma sewer system pump station has been relocated to its new position and several retaining walls along the toll plaza have been constructed. TNC is currently ramping up for SR 16 mainline construction.

For additional information, including financial information, project schedule, traffic information, photo library, live construction cameras and more, please visit: www.tacomanarrowsbridge.com.

Website

A comprehensive website dedicated to the history of the Tacoma Narrows Bridge is now online at: http://www.wsdot.wa.gov/TNBhistory/.

WSDOT created the site and compiled the history study as a commitment made in the Environmental Impact Statement and a requirements under Section 106 of the National Historic Preservation Act.

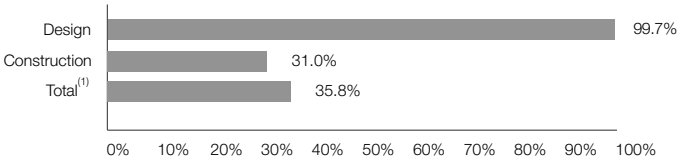
Tacoma anchorage anchor frame.

Dredging Pier 12 (Gig Harbor) caisson.

Gig Harbor anchorage concrete pour.

Tacoma pump station relocation.

Tacoma Narrows Bridge Project



(1) Weighted 7% Design progress and 93% Construction progress.
Source: WSDOT Engineering and Regional Operations Division

Hood Canal Bridge Project Update

Graving Dock

An archeological excavation began in April 2004 at the Port Angeles Harbor shoreline after officials from the Lower Elwha Klallam Tribe, Federal Highway Administration, US Army Corps of Engineers, Washington State Historic Preservation Office and the Washington State Department of Transportation signed a memorandum of agreement March 16, 2004. The agreement outlines the specific archeological treatment for the 22-acre site, future home to a large on-shore dry dock-like facility where anchors and pontoons for the Hood Canal Floating Bridge will be built. The $17 million graving dock project was halted in August 2003 after construction work revealed cultural resource material.

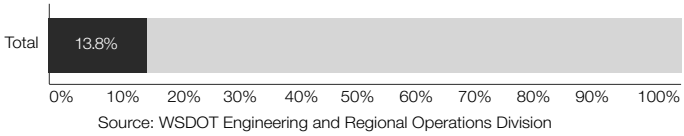
Archeologists, under the eye of Lower Elwha Klallam Tribe representatives, will spend the next four months recovering data from the graving dock site. While some construction may take place concurrently, the main graving dock construction effort will not resume until after the archeological activities are completed this summer. The archeological work at the site is estimated to cost $4.5 million. Under agreement, WSDOT officials will pay the Lower Elwha Klallam Tribe $3.4 million for mitigation.

Other Graving Dock Work

The project team continued monitoring the installation of a surface water management system at the graving dock site. The contractor began inventory of pontoons labeled R, S and T, which where originally used when the bridge's west half was replaced in the early 1980s. The pontoons have been moored in Port Gamble Bay for 20 years and will be used in the east-half replacement project.

For more information, please visit:
www.wsdot.wa.gov/projects/sr104hoodcanalbridgeeast/

Hood Canal Bridge Project
Percent Complete



Source: WSDOT Engineering and Regional Operations Division

At the graving dock checking grade on a section of pipe.

Hood Canal Access Road to Work Trestle.

Highway Safety: Quarterly Update

Washington State Safety Data

2003 Motor Vehicle Crash Fatalities – First Report

The graph to the right shows long term trends in the annual total fatalities from motor vehicle accidents in Washington State and the rate of fatalities per 100 million vehicle miles traveled (VMT). The fatality count for 2003 shows that 601 people were killed in motor vehicle accidents. This is the lowest total since 1961. VMT numbers used to determine the fatality rate are not yet available for 2003 and will be provided in a later *Gray Notebook.* The graph at the bottom of the page shows Washington State's standing amongst the states in the number of motor vehicle fatalities per 100,000 people.

Societal Costs of Motor Vehicle Collisions in Washington

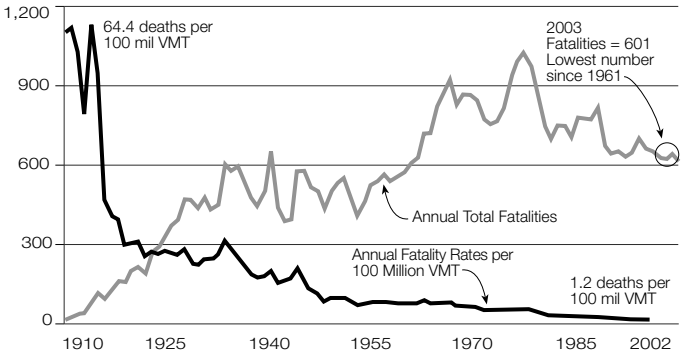
By applying societal cost calculation methodologies suggested by the Federal Highway Administration to accident data on state highways in Washington, WSDOT can roughly estimate the societal cost of the accidents. For the state highways alone (50,157 of the total 127,869 statewide reported accident count), the societal cost is calculated as $2.45 billion for 2002. When the estimated total of accidents on all highways and roadways is extrapolated, the annual societal cost of motor vehicle accidents in Washington is estimated at approximately $5.6 billion. That is about $930 for every man, woman, and child in the state. These costs include medical costs, lost wages, property damage, lost productivity and so forth.

Education for Motorist Safety on U.S. 101 and SR 112

The Washington State Patrol (WSP) and WSDOT initiated several motorist awareness actions along the U.S. 101 and SR 112 corridors following seven fatality crashes on state highways on the Olympic Peninsula. These activities included public meetings, highway advisory radio messages, increased motorist safety and information signs, and emphasis patrols for both general traffic and commercial vehicle enforcement. WSDOT and WSP agree that motorist education is an important foundation for needed improvements in corridor safety.

Washington Motor Vehicle Total Fatalities and Fatality Rates*

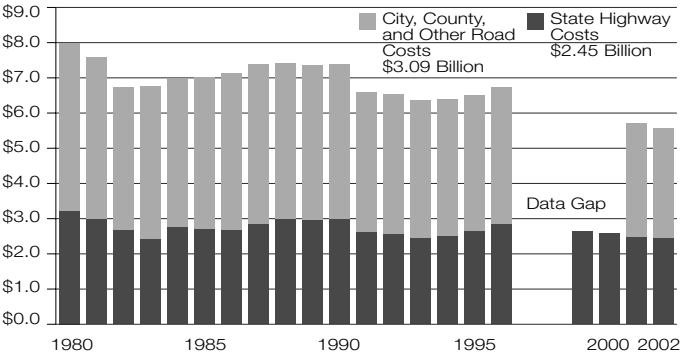
1910-2002



* Fatality rates are commonly expressed as deaths (the numerator) per 100 million vehicle miles traveled (the denominator). Because the denominator — the amount of driving — has grown so fast and far, the fatality ***rate*** per 100 million vehicle miles traveled (VMT) has tended to steadily decline from 1915 forward.
Source: WSDOT Traffic Office

Societal Costs of Motor Vehicle Collisions in Washington

1980-2002
Cost in 2002 Dollars (in Billions)

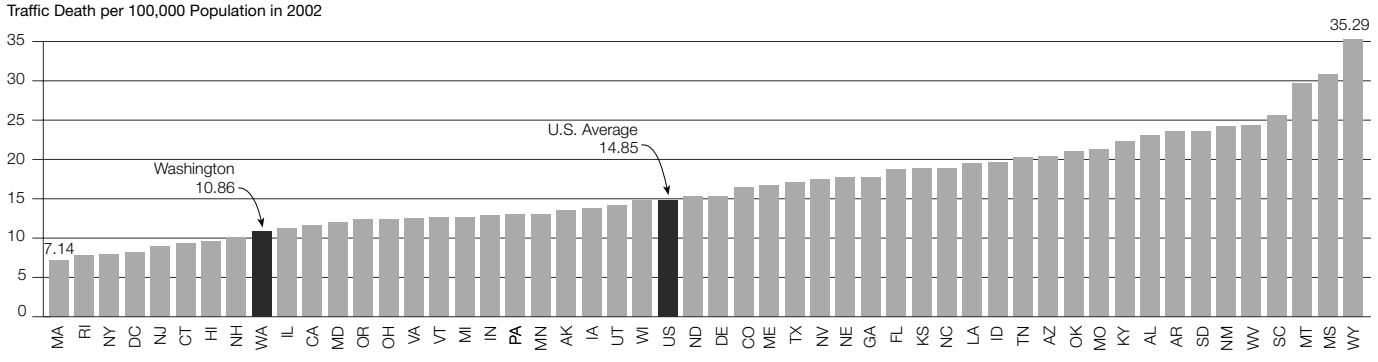


Source: WSDOT Traffic Office

How much do crashes cost? About $5.6 billion dollars – more than three times what we spend on transportation infrastructure yearly.

Rate of Fatalities Per Capita in the U.S.

Traffic Death per 100,000 Population in 2002



Source: National Highway Traffic Safety Administration

Intermediate Driver's License Program

For decades, automobile crashes have been the number one killer of Americans ages four to 34. The record is especially gruesome for teenagers (ages 16 to 20), an age group for which motor vehicle crashes account for 37 percent of all deaths. In 1999, according to the National Highway Traffic Safety Administration, about 520,000 teens were injured and more than 4,900 died in automobile crashes across the nation.

In Washington State, teens represent seven percent of the drivers, but 20 percent of the traffic fatalities. Teens are four times more likely to die in a collision than any other age group, and these numbers continue to go up in spite of the fact that deaths and injuries for all other driver groups have dropped in the last decade.

In response to these statistics, Washington passed an Intermediate Driver's License (IDL) law effective July 2001 that requires parents to spend 50 hours driving with teenagers under the age of 18 before they can get a license. This law also limits the number of other teens that can drive with a newly licensed teen driver, and limits late night driving. Thirty-three other states have adopted laws that restrict teen driving; statistics show that teen traffic collisions in these states decreased by as much as 30 percent.

Implementation of the Law

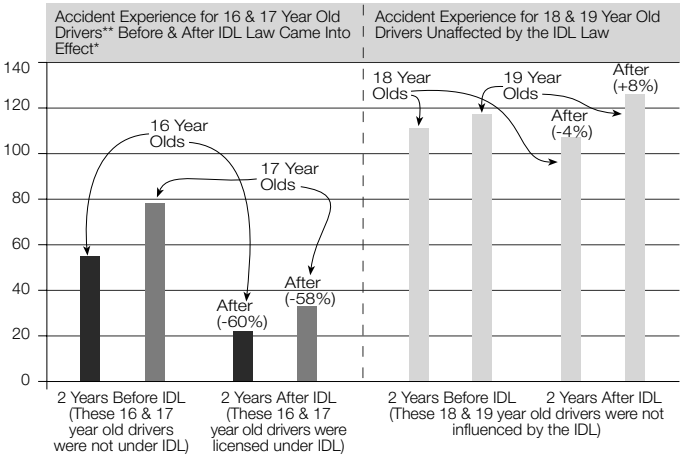
The Washington Traffic Safety Commission created the Intermediate Drivers License Partnership project to equip law enforcement with tools to enforce the IDL law, to educate parents about why they should support the law by talking with their teen drivers, and to aggressively publicize the law.

Results

Collision statistics for 18 months after the IDL requirement clearly show that the IDL program has been effective in reducing collision risk among the 16- and 17-year-old drivers (60% reduction for 16 year-old drivers; 58% reduction for 17-year-old drivers involved in fatal or serious injury collisions), as compared with the levels during 18 months prior to the IDL Law.

During the same 18-month period before/after the IDL Law, collision risk changed very little for teen drivers 18 and older, who were not required to participate in the IDL program (4% reduction for 18-year-old drivers; 8% increase for 19-year-old drivers).

Number of Fatal and Disabling Injury Accidents for 16 to 19 Year Old Drivers Before and After IDL Law



* The Intermediate Driver's Licensing (IDL) Program went into effect July 1, 2001.
** Collisions on Washington State Highways.
Source: TDO-WSDOT.

Asset Management: Safety Rest Areas - Annual Update

Safety Rest Area Program

WSDOT's Safety Rest Areas contribute to traveler's convenience and safety by providing an off-road area to rest or relax. The Safety Rest Area Program began in 1967 as part of the "Policy on Roadside Development and Highway Beautification" and most of the rest areas in both interstate and non-interstate facilities date from that era.

The rest areas in total contain 566 acres. At these 28 interstate and 15 non-interstate facilities, WSDOT manages 85 buildings, 30 on-site public drinking water systems, and 37 on-site sewage pre-treatment/treatment systems. All Safety Rest Area facilities meet ADA requirements for access and have permanent rest room buildings, separate truck/RV and passenger car parking, picnic areas, public drinking water, and refuse receptacles.

An estimated 42 million people will visit the safety rest areas in 2004, and a projected 49 million people per year are anticipated to visit by 2010 (2.2 people per car).

Safety Rest Area Name	County	Direction **	State Route	Milepost	# of Buildings	Site Acreage	On-site Public Drinking Water Systems	On-site Sewage Treatment & Pretreatment	2004 Projected Annual Use (Visitor)	2010 Projected Annual Use (Visitor)
28 Interstate										
Gee Creek	Clark	NB	5	11	5	27.20	1	1	2,139,995	2,714,140
Gee Creek	Clark	SB	5	13	3	0.68	1	1	2,139,995	2,714,140
Toutle River	Cowlitz	SB	5	55	4	4.60	1*	1*	2,119,920	2,649,900
Toutle River	Cowlitz	NB	5	55	3	4.60		1	2,042,832	2,553,540
Scatter Creek	Thurston	NB	5	91	2	30.63	1	1	1,524,094	1,817,189
Maytown	Thurston	SB	5	94	2	13.20	1	1	1,879,020	2,240,370
SeaTac	King	NB	5	140	3	7.32			2,235,552	2,441,120
Silver Lake	Snohomish	SB	5	188	1	11.80			1,228,590	1,344,222
Smokey Point	Snohomish	NB	5	207	1	14.96		1	1,975,380	2,264,460
Smokey Point	Snohomish	SB	5	207	1	13.12		1	2,502,148	2,868,316
Bow Hill	Skagit	NB	5	238	2	14.98		1	1,349,040	1,573,880
Bow Hill	Skagit	SB	5	238	2	13.74		1	1,252,680	1,461,460
Custer	Whatcom	NB	5	268	2	7.18		1	751,608	867,240
Custer	Whatcom	SB	5	269	1	4.95		1	793,364	915,420
Selah Creek	Yakima	WB	82	22	1	41.30	1	1	513,920	610,280
Selah Creek	Yakima	EB	82	24	1	6.12	1	1	501,072	595,023
Prosser	Benton	MD	82	80	1	3.86		1	886,512	1,108,140
Indian John Hill	Kittitas	EB	90	89	2	85.00	1*	1*	1,748,934	1,907,928
Indian John Hill	Kittitas	WB	90	89	3	38.57			1,748,934	1,907,928
Ryegrass	Kittitas	EB	90	126	2	25.00	1*	1*	483,245	565,151
Ryegrass	Kittitas	WB	90	126	2	12.00			473,770	554,070
Winchester	Grant	EB	90	161	1	21.75	1	1*	459,316	526,126
Winchester	Grant	WB	90	162	1	8.95	1	1	490,232	561,538
Schrag	Adams	EB	90	198	2	21.33	1*	1*	786,940	944,328
Schrag	Adams	WB	90	198	3	20.17	1	1	867,240	1,040,688
Sprague Lake	Lincoln	EB	90	242	3	14.18	1	1	1,119,382	1,242,241
Sprague Lake	Lincoln	WB	90	242	3	10.78	1	1	1,014,028	1,125,324
Spokane River	Spokane	WB	90	299	2	10.05	1	1	1,214,136	1,416,492
Totals Interstate					59	488.02	15	22	36,241,879	42,530,654
15 Non-Interstate										
Nason Creek	Chelan	MD	2	82	2	5.79	1	1	1,120,988	1,261,112
Telford	Lincoln	MD	2	238	2	11.00	1	1	160,680	177,302
Elma	Grays Harbor	EB	8	2	3	12.44	1	1	833,835	947,540
Bevin Lake	Lewis	MD	12	126	1	3.45	1	1	250,536	300,643
Alopwa Summit	Garfield	WB	12	413	2	1.19	1	1	161,805	174,251
Alopwa Summit	Garfield	EB	12	413	2	1.19	1	1	161,805	174,251
Chamberlain Lake	Klickitat	MD	14	74	1	2.90	1	1	103,346	119,005
Blue Lake	Grant	MD	17	90	1	2.00	1	1	348,502	400,777
Keller Ferry	Lincoln	MD	21	107	1		1	1	56,049	67,259
Vernita	Benton	MD	24	43	1	6.12	1	1	594,220	706,640
Hatton Coulee	Adams	MD	26	61	4	8.95	1	1	760,923	909,799
Quincy Valley	Grant	MD	28	25	2	7.23	1	1	454,819	516,490
Horn School	Whitman	MD	195	61	2	5.81	1	1	359,102	409,209
Megler	Pacific	MD	401	1	1	3.68	1	1	438.438	522,753
Forest Learning Ctr.	Cowlitz	MD	504	33	1	5.72	1	1	220,825	240,900
Totals Non-Interstate					26	77.48	15	15	6,025,873	6,927,931
Total Safety Rest Areas = 43					85	565.50	30	37	42,267,752	49,458,585

* = Shared safety rest area system

** NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, MD = Multidirectional

Project AADT for 2004 and 2010 from TRIPS 2002 HPMS section data and a straight-line growth rate (from 2002 HPMS data modified by WSDOT Region using MPO data). TDO 4/23/2004 (R. Decker/D. Bushnell)

***The above interstates include all 28 rest areas.

Source: WSDOT Maintenance and Operations Division.

Asset Management:
Safety Rest Areas -
Annual Update

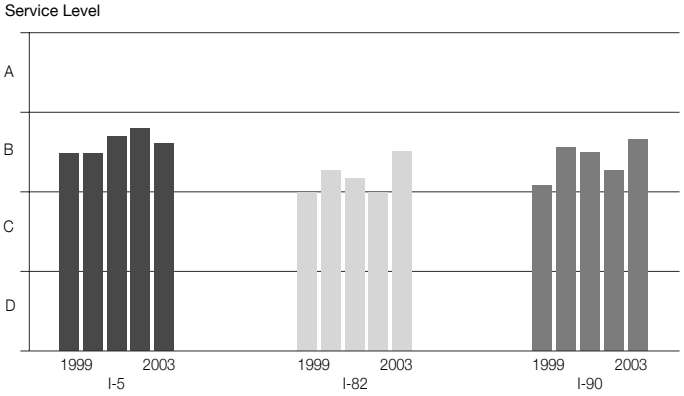
Safety Rest Area Usage

WSDOT has used traffic counters to determine the use of safety rest areas. While this provides good data on overall use, it does not provide the peak hourly demand information needed for water and sewer system design. Beginning in Summer 2004, all public drinking water use at each site (restroom building, irrigation, and recreational vehicle dump facilities) will be remotely monitored to provide peak demand information.

Safety Rest Area MAP Level of Service Trends

The past four years of semiannual Maintenance Accountability Process (MAP) inspections have consistently found a Level of Service B for Interstate Safety Rest Areas, which means that WSDOT maintenance crews have kept up these facilities in a generally good condition (judged by the cleanliness of building and restrooms, the functional capacity of building and utility systems, and the appearance of landscaped areas, sidewalks, and pavement — see the chart and table below).

Rest Area Service Level Trends for Interstate Rest Areas on I-5, I-90 and I-82



Source: WSDOT Maintenance and Operations Division

Interstate Safety Rest Areas – "Heart of the System"

I-5	14 Safety Rest Areas	57% of all visits statewide
I-90	11 Safety Rest Areas	25% of all visits statewide
I-82	3 Safety Rest Areas	4% of all visits statewide
		86% of all visits statewide

Safety Rest Area Condition Ratings

Level of Service	Condition Category	Condition Description
A	Excellent	Rest rooms clean and sanitary. Building in good repair, partitions, doors, dispensers and hand dryers in place without defects. RV dump station functional and clean. Landscape planting healthy and lawns mowed. Sidewalks, parking areas and picnic tables clean. Site free of noticeable litter. Rest area open 24 hours a day, 365 days a year.
B	Good	Rest rooms clean and sanitary, possibly with minor water spots. Building in good repair, with some minor surface defects but functional components. Landscape plantings healthy with some weeds and lawns mowed. Sidewalks, parking areas and picnic tables clean but with minor defects. Rest area may be closed during low use periods but closure does not exceed three months.
C	Fair	Rest rooms appear clean but contain a minor amount of litter and significant water spots. Building with some moderate surface and minor functional defects. Landscape plantings exhibit stress and lawns infrequently mowed. Sidewalks, parking areas and picnic tables with noticeable defects. Minor amount of noticeable litter. Rest area closed more than six months a year during low use periods.
D	Poor	Rest rooms appear dirty and unsanitary, soap and paper dispensers may be empty. Building with some significant surface and moderate functional defects. RV dump station temporarily out of order. Landscape plantings unhealthy and lawns unmowed. Sidewalks, parking areas, and picnic tables noticeably dirty with major defects. Significant amount of litter. Rest area closed temporarily for repairs.
	Not acceptable	Portable toilets and paper provided only. Building closed because of a utility or building deficiency. RV dump closed. Landscape plantings unhealthy and lawns dry and unmowed. Sidewalks, parking areas, and picnic tables significantly dirty with major defects. Extensive litter. Rest area closed permanently.

Source: WSDOT Maintenance and Operations Division.

Asset Management:
Safety Rest Areas -
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Safety Rest Area Preservation
Capital Investment Program 2003-2005

Inspection - Condition Assessment
WSDOT performs an annual review of Safety Rest Areas to establish future improvement and rehabilitation needs. Current program plans include:

Major Rehabilitation
There are two major Safety Rest Area projects scheduled for construction in the 2003-2005 biennium.

I-5 Custer Safety Rest Area – Sewer Rehabilitation
This project, expected to be completed during summer 2004, will correct inadequate sewage pumping system and water supply.

Custer sewer rehabilitation.

I-90 Indian John Hill Safety Rest Area–Sewer Rehabilitation
This project was completed during the spring of 2004. It provided a system to pump wastewater from the existing on-site sewage lagoon system to the City of Cle Elum's municipal plant via a pressure sewer line. It has been designed to handle the 20-year projected site sewage volume demands.

Indian John sewer rehabilitation.

New Safety Rest Areas
New Safety Rest Areas are now envisioned at the following locations:

U.S. 2 - Iron Goat Interpretive Site – New Facility
A new Safety Rest Area will be constructed in 2005 in the vicinity of the City of Skykomish. This project is funded with National Scenic Byway Grant funds. The project is anticipated to be completed by fall 2005.

U.S. 101 - NE Peninsula Safety Rest Area–New Facility
The preliminary design phase of this project near the City of Sequim is expected to be completed by March 2005. This project is funded with National Scenic Byway Grant funds. The construction phase is unfunded.

SR 7 - Elbe Safety Rest Area–New Facility
The preliminary design phase of this project near the City of Elbe is expected to be completed by March 2005. This project is funded with National Scenic Byway Grant funds and High Priority Discretionary funds. The construction phase is unfunded.

Minor Capital and Emergent Needs
Below are examples of minor Safety Rest Area projects completed or scheduled for construction in the 2003-2005 biennium. These projects are generally less than $50,000 in value, generally address emergent conditions not identified prior to the biennium, and generally are performed by WSDOT crews.

I-90 Indian John Hill Safety Rest Area – Well Head Protection
This rehabilitation work corrects a well casing deficiency identified by Department of Health's sanitary survey. This project is expected to be complete during the summer of 2004.

I-90 Winchester Safety Rest Area – Water System Repair
This project corrected a failed well casing and was completed during the summer 2003.

I-90 Sprague Lake Safety Rest Area – Well Head Protection
This rehabilitation work will correct a well casing deficiency identified by Department of Health's sanitary survey. This project is expected to be completed during the summer 2004.

SR 26 Hatton Coulee Safety Rest Area – Water System Repair
This project corrected a broken potable water main that services the facility from the wellhead. This project was completed during the summer 2003.

SR 26 Hatton Coulee Safety Rest Area – Sidewalk ADA Compliance
This rehabilitation work will correct sidewalks that do not meet ADA requirements. This project will remove all non-standard concrete sidewalks and install new sidewalks. This project is expected to be completed by summer 2004.

Asset Management:
Safety Rest Areas -
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Services Provided at Rest Areas

Free Coffee
The free coffee program sponsored by local service organization volunteers and administered by WSDOT serves free coffee to travelers at Safety Rest Areas. Although the service is free to the traveling public, participating non-profit organizations are allowed to accept donations.

Vending Machines
WSDOT is required by law to give priority to the Department of Services for the Blind (DSB) for vending services and vending machines at Safety Rest Areas. Department of Services for the Blind administers the vending program. These vending machines provide beverages, snack items and newspapers. WSDOT determines the items to be vended.

Traveler Information
Rest areas provide both public information (state map, emergency and road/construction) and commercial information (food, gas, lodging, and attractions). Marketing, design, manufacture, installation and maintenance of the public and commercial advertising within the kiosk and brochure dispensers are performed at the rest areas by Storeyco, Inc., a private concessionaire selected by WSDOT in November 1999.

Security
Safety in rest areas is addressed mainly by lighting and by periodic patrol checks by the Washington State Patrol. A few of our Safety Rest Areas are co-located with WSP dispatch and commercial vehicle inspection facilities.

RV Dump
The Washington State Legislature established the Recreational Vehicle Program in 1980. The program collects three dollars per recreational vehicle (Camper, Travel Trailer, and Motor Home) licensed in the State of Washington each year. Funds support construction, maintenance, and operation of recreational vehicle sanitary disposal systems at Safety Rest Areas. WSDOT administers the Recreational Vehicle Program and works with the Recreational Vehicle Citizen's advisory Committee to define and prioritize RV users needs.

The RV Dump Program provides the traveling public with an environmentally safe repository for RV waste and potable water in WSDOT safety rest areas. WSDOT owns, operates and maintains 19 RV Dump Stations within the 43 safety rest areas statewide.

The 2003 Legislative Session, transferred $1,954,000 from the RV Account to the motor vehicle account so that expenditures could be made for the program. As of March 31, 2004, WSDOT has expended $118,000 (maintenance) and $412,000 (construction) for a total of $530,000, leaving a balance of $1,424,000. The current biennial plan is to expend the remaining balance $232,000 (maintenance) and $1,192,000 (construction). These funds will go toward stand-alone RV improvement and rehabilitation projects.

Volunteers Serving Coffee
Some of the non-profit organizations participating across the state in the free coffee program include:
· Veterans of Foreign Wars
· Masons
· Lions
· Elks
· Girl Scouts of America
· Boy Scouts of America
· Eagles
· Mothers Against Drunk Driving
· Church Organizations

WSDOT thanks you for your service to travellers!

Highway Maintenance: Annual Update

Snow and Ice Removal

The winter season of 2003-04 came in like a lion with an especially big roar in early January, then went out like a lamb. When the winter severity numbers at various locations around the state were brought together into the 2003-04 frost index, this season turned out relatively mild, although slightly more severe than last year. WSDOT snow and ice control costs were higher than last season due to large, disruptive early season snow storms that required round-the-clock crew and equipment mobilization, resulting in increased overtime costs.

Improved Roadway Conditions

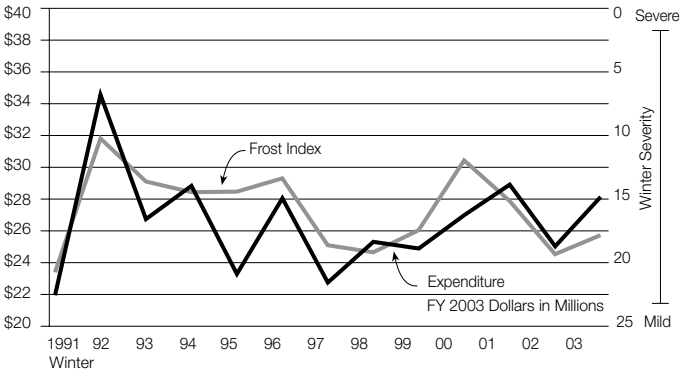
One of the best strategies to keep the snow and ice cleared from the roadway is to fight accumulation before the storm. WSDOT does this by applying anti-icing agents with chemicals. These chemicals stop ice crystals from bonding with the road surface to prevent frost, black ice, and compact snow. While anti-icing chemicals are not a panacea for hazardous winter road conditions, they are an increasingly important complement to the plow-and-sand techniques traditionally employed by highway maintenance crews.

Through weekly field surveys, WSDOT evaluates roadway conditions on a scale of one (road conditions with best traction) to five (road conditions with least traction). Over the last few years, anti-icing techniques have resulted in safer driving conditions, fewer road closures where drivers may continue to justify for themselves the usefulness of road-damaging studded tires.

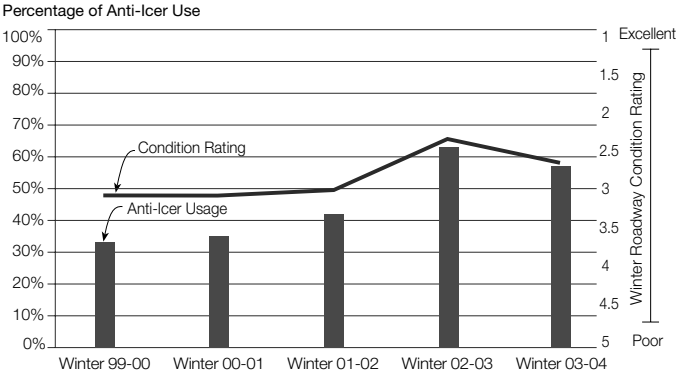
Workforce Efficiency

Unfortunately, Mother Nature doesn't time snowstorms to coincide with normal highway maintenance shift schedules. More snow traditionally means more overtime, which can be expensive over an entire winter. Enhanced management of work schedules and crew assignments and new technologies (using GPS, electronic sensors embedded in the roadway, see page 40, and extensive weather and travel information on the web) can minimize this expense while WSDOT continues to be able to maintain adequate driving conditions for travelers.

Winter Severity and Snow and Ice Expenditures



Statewide Anti-Icer Use and Winter Road Level of Service



Global Positioning for Snow and Ice Control

Utilizing System Technology for Safety and Savings

WSDOT has been expanding the use of Global Positioning Systems (GPS) for snow and ice control activities in recent years resulting in less damage to existing structures, lower labor costs and more efficient operations.

Reducing Cost and Increasing Worker Safety

In WSDOT's spring pass-opening operations, WSDOT crews routinely work in snow depths up to 40 feet on Chinook Pass, Cayuse Pass, and Mount Baker. The maintenance crews have found that locating the edges of the road with GPS prior to starting the snow removal allows operators to make fewer passes, resulting in removing only the snow necessary to open the road. It also reduces the number of operating personnel needed on the job, since less widening is necessary, and allows snow removal equipment to get closer to structures like guardrail, retaining walls and buried structures without causing damage. GPS also allows equipment operators to lessen their own risks in working on steep mountain side slopes by locating their own position within three feet of the highway centerline.

Efficiencies and Management Tools

For routine snowplowing, sanding, and anti-icing activities, several of WSDOT's vehicles were equipped with GPS devices on an experimental basis this past winter. These devices allowed maintenance managers to know precise equipment locations and functions at all times. Having this information is helpful for deploying equipment to locations where it is most needed. Additionally, all information is archived so it can be used for longer-term maintenance analysis and management.

GPS technology has improved the efficiency of snow operations by eliminating the annual need for time-consuming manual staking of roadways with rod-like markers every 50 feet. GPS equipment also measures the depth of the snow above the pavement, eliminating the need for manual measurements.

WSDOT bulldozer plows snow on mountain pass using GPS system to locate the roadway.

Cost Savings Breakout

Three years before WSDOT started using GPS technologies, snow removal equipment used to damage about 10 sections of guardrail each season on one mountain pass alone. Each section of guardrail costs approximately $200 to replace.

Each season, snow removal equipment damaged approximately 25 out of 30 signs. Replacement of a stop sign and post costs about $155 (approximately $4,000 per season on one mountain pass).

To fix the public bathroom roof on Mount Baker cost approximately $3,000 to $5,000, depending on the extent of the damage. Retaining rock walls cost approximately $2,200 to repair. The use of GPS Technology has virtually eliminated the damage sustained to these features every season, saving taxpayers thousands of dollars every year.

Environmental Programs

Improving Environmental Review and Tracking

Evaluating Completed and Active Environmental Impact Statements (EISs)

FHWA has established a goal of reducing the median processing time for an EIS to 36 months by the year 2007. WSDOT is making progress toward this goal.

WSDOT recently examined the amount of time it has taken to process EISs since 1990. The median processing time to complete 11 EISs started between 1990 and 1995 was 55 months. The median processing time to complete five EISs between 1999 and 2001 was 42 months.

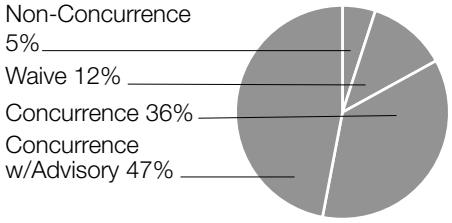
However, WSDOT also has several EISs that have been active for eight or more years and are still incomplete. The leading causes of delay for these projects are lack of funding, changes in project scope, tribal consultation, and resource agency reviews.

Agencies Approve WSDOT Projects

WSDOT and seven other state and federal agencies join together at key decision points in EIS preparation through a formal agreement (known as the "Signatory Agency Committee Agreement"). The process helps to expedite project delivery and minimize aquatic environmental impacts. WSDOT is tracking several performance measures to evaluate how well the Agreement is working. One performance measure tracks whether or not the regulatory and resource agencies are approving projects at certain critical "concurrence" points.

Through 2003, WSDOT data showed that these agencies were either approving or waiving comment for about 95 percent of the 31 concurrence requests. Only two concurrence requests were not approved, triggering the dispute resolution process.

WSDOT Project Concurrence Requests
September 2002 - September 2003



EIS Tracking System

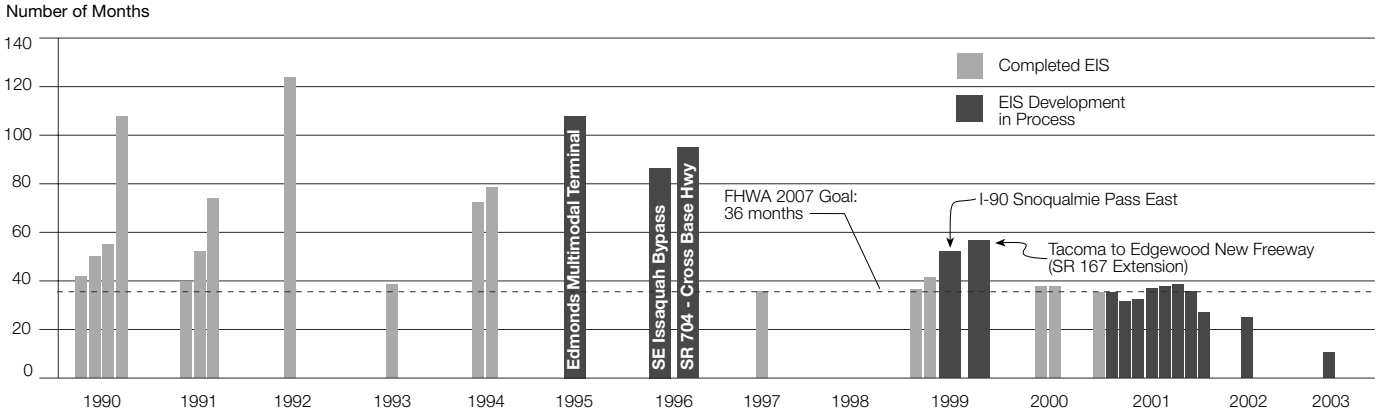
In 2003, WSDOT created a database to track the status of NEPA and SEPA EISs and NEPA Environmental Assessments (EA). This database will help WSDOT track progress and will be used to report to the FHWA on document completion times. FHWA is asking all state DOTs to negotiate NEPA schedules with cooperating agencies, with a goal to meeting 90 percent of the agreed-on time frames by 2007.

Reader-Friendly Documents

WSDOT is also improving the format of environmental documents. The first draft of the new Environmental Documentation Style Guidelines is undergoing an initial review by WSDOT and other agencies. The general goal of the Guidelines is to improve the "readability" of environmental documents (EAs and EISs) and to help the public and decision-makers better understand the environmental issues and choices associated with transportation projects.

For an example of WSDOT's initial effort to use a new EIS style, view www.wsdot.wa.gov/projects/viaduct/deis/chapter1_1.html.

Processing Time of Transportation Project EISs



Source: WSDOT Environmental Services Office

Programmatic Permits

Guided by the Transportation Permit Efficiency and Accountability Committee (TPEAC), WSDOT and the state's environmental resource agencies are continuing their partnership to develop programmatic permits to help streamline the delivery of transportation capital projects and maintenance activities. Programmatic permits provide regulatory coverage for groups of activities within a defined geographic region. This type of permit is most suitable for routine activities that have minimal impacts, such as highway maintenance and preservation work. The current list of activities with programmatic coverage is identified below. The primary benefits of programmatic permit coverage include:

Streamlined permit process. Programmatic permits eliminate the need to process individual permits for these activities.

Reduced cost in project delivery. Less time spent processing environmental permits results in lower cost of project delivery.

Reduced risk of liability. Programmatic permits establish common best management practices that protect the environment. TPEAC has established a schedule of delivery for programmatic permits that includes completing programmatic permits for high priority activities by June 2004. Work is complete for three activities that are collectively referred to as "Overwater Structure Maintenance and Repair." This includes bridge painting, washing, and repair.

In January 2004, WSDOT and the state's environmental and natural resource agencies began negotiating multi-agency programmatic permit approvals for bridge scour repair, bank stabilization and repair and bridge removal activities. These activities have proven to be substantially more complex and, as a result, we do not expect to complete this work by June 2004 as scheduled. August 2004 now seems to be a more realistic target date.

Activities Considered for Future Programmatic Permit Development

Under TPEAC's supervision, WSDOT is proposing the following activities to be covered under programmatic permits by June 2004.

· Pier and Pile replacement in all state waters. Expect five- year general HPA to cover this work.

· Drainage maintenance and repair on channels, fishways and culverts. Expect five-year General HPA to cover this work.

Current Programmatic Permits

The following table displays the types of Programmatic Permits currently in place to help WSDOT and the state's environmental and natural resource agencies.

Permit Name	Description	Permit Agency	Date Issued	Date Expires	Times This Permit is Expected to be Used 2004
Multi-Agency Programmatic Permits					
Overwater Structure Maintenance and Repair	Covers all routine bridge and ferry terminal maintenance and repair including washing and painting and deck replacement.	Washington Dept. of Fish and Wildlife (WDFW)	7/16/03	7/15/08	120
		Washington Dept. of Ecology	3/03/04	4/03/09	60
Single Agency Programmatic Permits					
Beaver Dam Removal Statewide GHPA	Allows the removal of beaver dams within WSDOT right of way.	WDFW	7/19/02	8/25/08	650
Debris Removal Statewide GHPA.	Allows the removal of woody debris and up to 50 cubic yards of bed load material at WSDOT water crossing structures.	WDFW	2/16/03	12/31/04	70
Sediment Test Boring in Marine Waters Statewide GHPA.	Allows test boring and sediment sampling for WSDOT projects in all state marine waters	WDFW	3/10/04	2/15/09	14
Sediment Test Boring in Fresh waters Statewide GHPA.	Allows test boring and sediment sampling for WSDOT projects in all state fresh waters	WDFW	7/16/03	7/15/08	9

Fish Passage Barriers: A Biennial Update

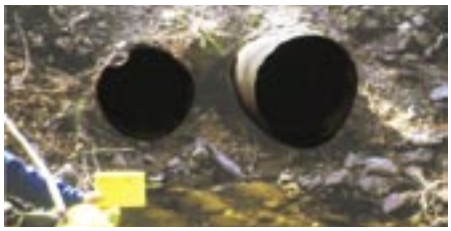
The *Gray Notebook* for December 31, 2001 reported on WSDOT's Fish Passage Barrier Removal Program that has existed since 1992. WSDOT currently contracts with the Washington State Department of Fish & Wildlife (WDFW) to perform an inventory and prioritize these barriers for correction in the future.

WSDOT has a goal of evaluating and correcting state highway fish barriers using a three-pronged approach. First, it designates dedicated funding to correct the highest priority fish passage barriers utilizing a prioritized six-year plan produced jointly with WDFW. Second, as road projects are constructed, additional fish passage barriers are removed whenever a Hydraulic Project Approval (HPA) is required from WDFW. Combining fish passage restoration with road project construction decreases costs by eliminating duplication in mobilizing equipment and personnel. And third, some fish passage barriers are corrected as a result of routine maintenance of failing culverts.

2001-2003 Goals Accomplished

The goals for the program during the 2001-03 biennium were to inventory 400 miles of highway and construct 16 fish passage retrofit/replacement projects. These goals were met above the established targets. An additional 441 miles have been inventoried as of June 30, 2003 and all 16 fish passage projects were successfully constructed. The inventory work is a huge effort and at present staffing levels will take another eight to ten years to complete for the WSDOT's 7,000 plus miles of highway. The inventory goal for 2003-05 is an additional 700 miles.

Moose Creek under SR 530 at milepost 44 near Darrington in Snohomish County



Before
Two corrugated steel culverts are too high and too steep to provide adequate passage.

After
New bottomless culvert replaces the two round steel culverts, eliminating the barrier.

Future Projects

Twelve fish passage barrier projects were originally planned for construction in the 2003-2005 biennium. WSDOT currently has 10 fish passage barrier projects scheduled for construction during this biennium. Three of the projects have been constructed. Two projects were deferred to a future biennium due to a lack of construction funds.

Completed Projects

A barrier culvert for Silver Creek on U.S. 12 near Randle (milepost 81.22) was replaced in 2003 with a larger, bottomless precast concrete arch.

Two barrier culverts at an unnamed tributary to Big Creek on U.S. 101 near Hoquiam (mileposts 103.65) and at Fletcher Creek (milepost 167.42) were modified in 2003 by WDFW to make them fish passable.

In Progress

At Jim Creek on SR 112 near Clallam Bay (milepost 54.35), the existing barrier culvert will be replaced with a larger more fish friendly three-side precast concrete structure.

The barrier culvert at Bear Creek on SR 112 near Neah Bay will be replaced with a larger bottomless precast concrete culvert.

A joint project with Clallam County, the Jamestown S'Klallam Tribe and WSDOT will replace a barrier culvert at JimmyComeLately Creek on U.S. 101 near Sequim (milepost 269) with a new bridge.

On U.S. 101 at Ennis Creek near Port Angeles (milepost 250) the existing fish ladder will be improved by WDFW by raising the fish ladder wall and removing every other baffle to optimize the hydraulic conditions for fish passage.

Pending Projects

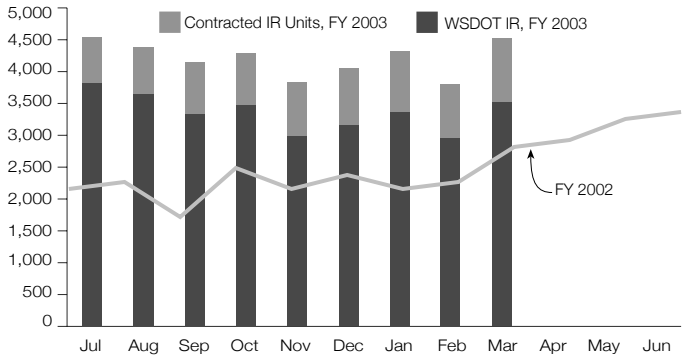
Two projects that involve culvert retrofits for the biennium are Catherine Creek on SR 92 near Lake Stevens (milepost 1.93) and an unnamed tributary to Pilchuck Creek on SR 532 near Stanwood (milepost 9.75). Both projects involve the placement of log controls downstream of the barrier culverts to help with surface build-up of deposited sediment of the stream bed and back flow the existing culverts to make them more fish friendly. A contractor will remove the culvert apron and construct a roughened channel downstream of the culvert to improve fish passage at low flows at Snyder Canyon Creek on SR 142 near Klickitat (milepost 13.4).

Incident Response: Quarterly Update

Program Totals

The WSDOT Incident Response Team (IRT) Program (including contracted IR units) executed a total of 12,562 incident responses during the first quarter of 2004. The total of incident responses was 67 percent higher than for the same period in the previous year. Along with the WSDOT roving units, non-WSDOT units provide contracted roving services. WSDOT IRT units responded to 78 percent of incidents and non-WSDOT roving units responded to 22 percent of incidents this quarter.

Total Number of Responses by Month



Source for all charts: WSDOT Traffic Office

Incidents and Clearance Times

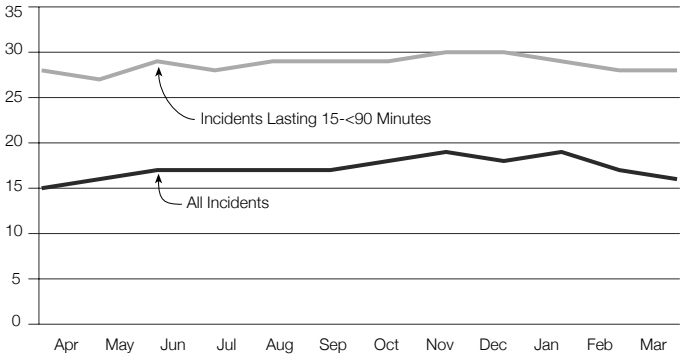
Washington State's goal is to clear all incidents within 90 minutes. Minor incidents cleared under 15 minutes usually involve disabled vehicles, abandoned vehicles or debris removal (together, 91% of these short-term incidents), and only rarely involve collisions.

The more serious incidents that are cleared in the 15 to 90 minute window involve collisions only about a quarter of the time.

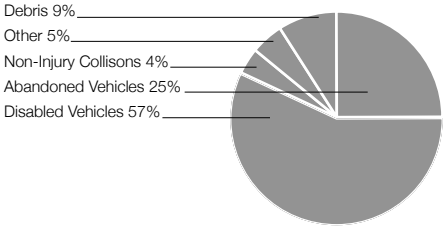
Only a small fraction of total incidents, 195 incidents or two percent of all incidents in the last quarter, take over 90 minutes to clear. Three quarters of these involve collisions and they include most of the fatality incidents. In the quarter under review, 64 percent of all incidents were cleared under 15 minutes. Eighty-seven percent were cleared under 30 minutes. Ninety-nine percent were cleared under 90 minutes.

Average Clearance Time (in Minutes)

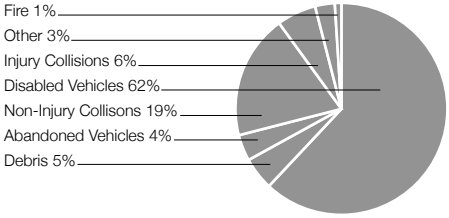
April 2003 to March 2004



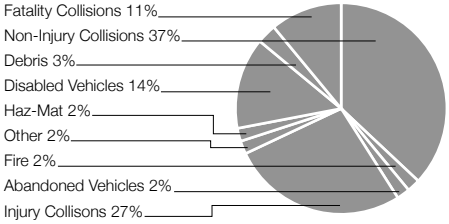
Incidents Lasting Less Than 15 Minutes (8,004)



Incidents Lasting 15 to 90 Minutes (4,363)



Incidents Lasting 90+ Minutes (195)



Detection and Response

On our state highways, the majority (83%) of responses to minor incidents are detected by roving IRT units. For those incidents that are more severe, multiple units or additional agencies are usually dispatched by the WSP. To keep traffic moving on freeways, it is crucial that incidents are quickly detected, attended, and cleared.

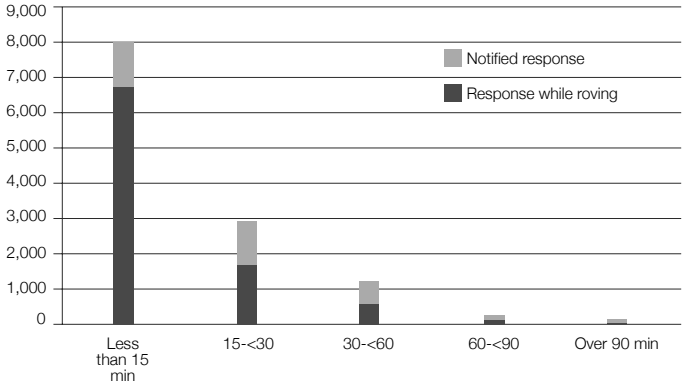
Service Actions

During the first quarter of 2004, more responses were made to disabled and/or abandoned vehicles than any other type of incident this quarter (87% for non-collisions and 13% for collision incidents).

Traffic control was the most common action provided by Incident Response to non-collision incidents.

By Incident Duration: Response by Roving Units as Compared to Response by Called Out Units

January - March 2004



Source: WSDOT Traffic Office

Response Types

January to March 2004
Total Incident Responses = 12,562
- 1,619 Collisions (13%)
- 10,943 Non-Collisions (87%)*

	January	February	March
Fatality Collisions	5	7	12
Injury Collisions	118	125	109
Non-injury Collisions	516	335	392
Disabled Vehicles	2,461	2,186	2,625
Abandoned Vehicles	725	657	795
Debris	291	280	403
Fire	21	28	21
Hazardous Materials	5	6	8
Other	168	190	180

*Some non-collisions fall into more than one of the above categories.

Service Actions for Responses to Non-Collision Incidents*

January to March 2004

	January	February	March
Traffic Control	528	426	473
Provided Fuel	261	287	325
Changed Flat Tire	245	227	308
Minor Repair	185	155	164
Pushed Vehicle	229	142	163
Towed Vehicle	108	66	67
Cleared Debris	231	203	327

*Most common service actions only--excludes various miscellaneous actions taken.

Source: WSDOT Traffic Office

Over 90 Minutes Incidents

For the quarter there were 195 major incidents that lasted 90+ minutes. Four of the five longest incidents in Quarter 1, 2004 occurred outside the IRT roving zones, and required a call-out unit to respond. The majority of major incidents (90+ min-clearance time) occur on or near the roving zones, where roving units are able to respond more swiftly.

Top Five Incidents Over 90 Minutes

January 7 – At 2 a.m. a semi traveling southbound on I-5 near Stanwood in Snohomish County, left the roadway and rolled into the median. WSP waited until daylight to facilitate removal of the truck. Two lanes were intermittently closed to allow tow trucks to remove the semi and its trailer. WSDOT Incident Response was called-out to the incident by WSP for traffic control and clean up. A total of 12.8 hours was required to clear the scene.

January 24 – On U.S. 97, near the Klickitat/Yakima County border, a northbound semi-truck with double trailers lost control, slid into the ditch and overturned. Multiple tow trucks responded to the scene. As the cargo was off-loaded from the rear trailer, an attempt was made to recover the front trailer and tractor. The fifth wheel then broke and the trailer rolled back into the ditch, broke open and spilled its cargo. A new trailer was brought in and the cargo cleared by hand. WSDOT responders set up traffic control and assisted with clearing debris. A total of 12.8 hours was required to clear the scene.

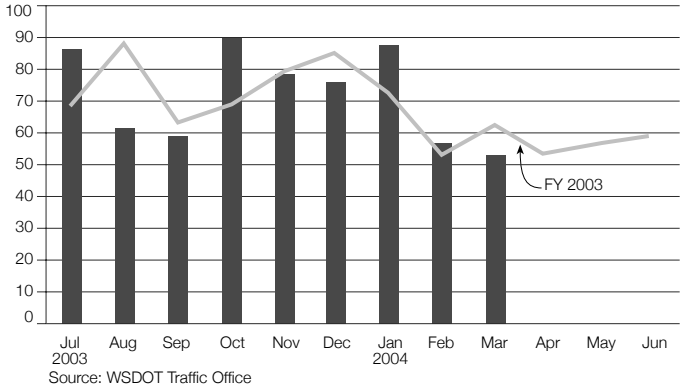
February 8 – A propane fire at Snoqualmie summit off of I-90 resulted in the closure of the ramp at West Hyak and impacted areas along SR 906. WSDOT responded quickly to the scene to assist WSP and the fire department with road closure and traffic control. A propane company was called in and pumped off the propane liquid, then burned off the remaining gas. A total of 11.3 hours was required to clear the scene.

February 14 – A tanker truck loaded with pressurized carbon dioxide left the roadway approximately six miles east of the SR 14/ U.S. 97 junction in Klickitat County, near Goldendale and rolled on its side in the ditch. WSDOT was called in at 5:50 a.m. to provide traffic control and clean-up assistance. A detour was put in place providing one-way traffic with only short closures during the entire incident. A total of 10.7 hours was required to clear the scene.

March 20 – In northern Washington near Lyndon, a vehicle traveling on SR 546 left the roadway and struck a high voltage power pole. Power lines were left hanging over both lanes of travel. Puget Sound Energy called in a contractor to perform the needed repairs. Due to the configuration of damage to both power poles and lines, the repair took 7 hours. Traffic was detoured around the incident. WSDOT was called-out to the scene by WSP to help with traffic control and to assist other agency responders. A total of 11.9 hours was required to clear the scene.

Number of Over 90 Minutes Incidents by Month

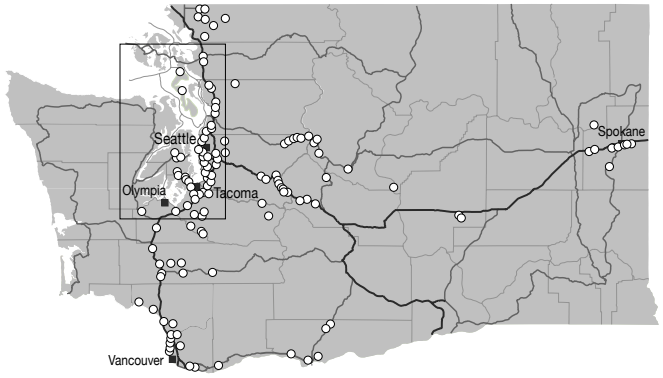
July 2002 to March 2004

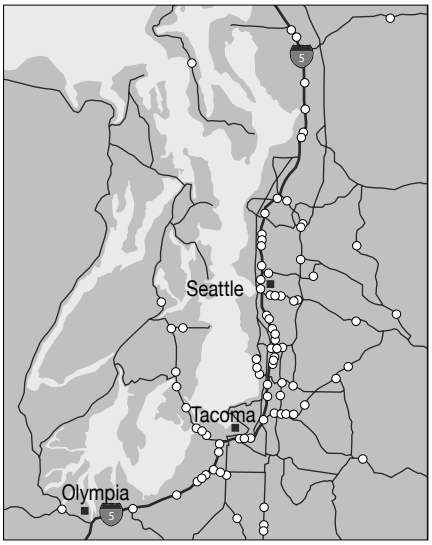


Source: WSDOT Traffic Office

Location of Over 90 Minute Incidents

January 2004 to March 2004





Over 90 Minute Incidents in the Puget Sound Region

January 2004 to March 2004

Travel Information: Quarterly Update

1-800-695-ROAD and 511

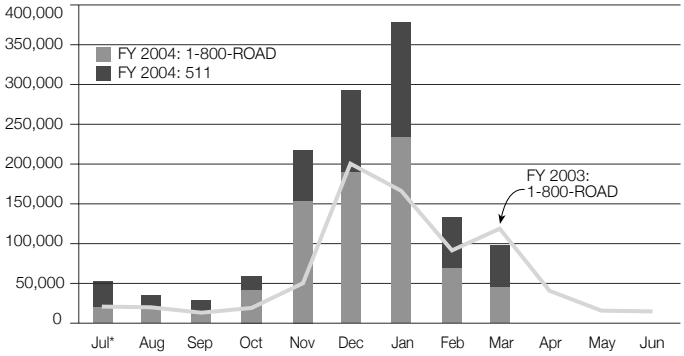
In July 2003, the 511 Travel Information Service was launched as an alternative to the existing 1-800-ROAD service for obtaining real-time traffic information. Since then, 511 systems have undergoing several enhancements and changes.

Effective October 2003, capacity of improving travel information services by 511 computers was increased with a second call receiving computer. The method used to track the number of calls received by 511 has been updated and corrected to account for both computers. The chart below, which reflects these updates, shows a significant upward restatement from the last *Gray Notebook* in calls to 511 reported for November and December of 2003.

The data collected between July 2002 and March 2004 show seasonal spikes during winter months when many callers inquire about winter travel conditions. Although the peak and patterns of spikes may vary each year (based on the severity of weather), the data show that during the first nine months of FY 2004, as compared with the levels from FY 2003, the total number of calls to both 1-800-ROAD and 511 (combined) had significantly increased. In addition, since the new 511 handling capability has increased (November 2003) more calls to 511 were received (i.e., callers received less busy signals).

Travel Information Service

Total Number of Calls Received to 1-800-ROAD and 511
FY 2003 - FY 2004



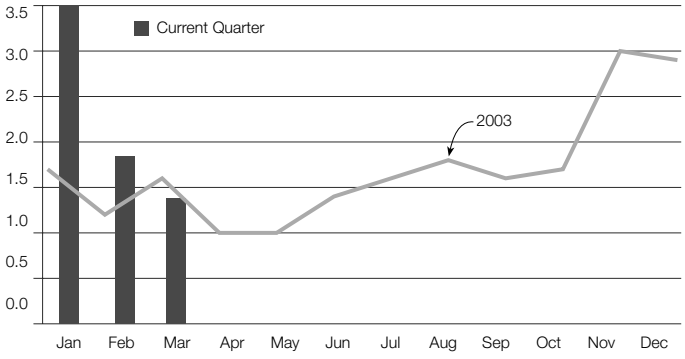
* 5-1-1 Travel Information Service began in July 2003.
** The second computer was activated on Oct. 28, 2003.
Source: WSDOT Traffic Office

On the Web

Web site usage continues to increase. Usage was up an average of 50 percent over the same time period last quarter. January was another record setting month with 107 million page views. Up 119 percent over the same quarter last year.

Traveler Website Daily Usage

Average Daily page Views, in Millions



Source: WSDOT Communications Office

Traveler Website Daily Usage

Comparing 1st Quarter 2003 average daily page views with same period previous year 2004 (In Millions)

	2003	2004	% increase
January	1.6	3.5	119%
February	1.2	1.8	50%
March	1.7	1.4	-18%

Highest One Day Total

A snowstorm on January 6th brought with it the highest one day total (11.7 million page views) and monthly total (107 million page views) seen. An estimated 240,000 people visited the site on that day. The server which provides the camera images received requests at the rate of 200 page views per second that day.
The site received over 4 million page views per day from January 1st through January 9th.

New Statewide Travel Information Web Site

In February, WSDOT launched a new version of the Travel Information web site to help motorists avoid trouble spots and quickly access real-time traveler information. The design of the new site is based primarily on customer feedback and provides a more comprehensive report of roadway and travel conditions. A new Travel Alerts and Slowdowns web page was created that consolidates traffic impacts such as accidents, warnings, weather-related problems, and construction impacts.

Commute Options

Options to Drive Alone Commuting: Quarterly Update

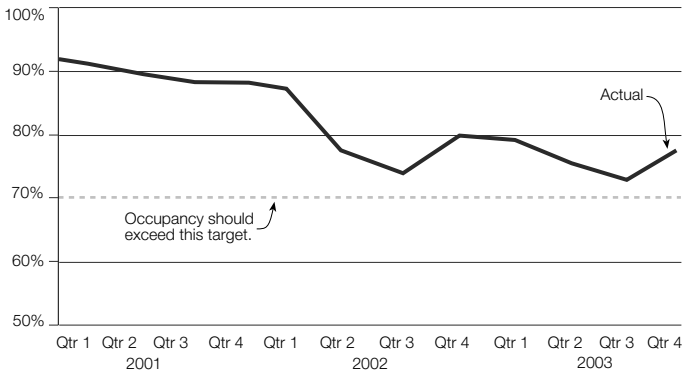
Park and Ride Lot Occupancy at WSDOT-Owned Sites in King County

During the fourth quarter of calendar year 2003, occupancy of the 8,481 parking spaces in the 32 WSDOT-owned lots in King County averaged 77 percent, four percent higher than the third quarter occupancy rate. The fourth quarter 2003 rate is three percent lower than in the fourth quarter of 2002.

Seventeen of WSDOT's 32 park and ride lots in King County surpassed the target of 70 percent occupancy during the quarter. Parked cars regularly exceeded maximum capacity in seven lots.

WSDOT-Owned King County Park and Ride Lots

Percent of Capacity Used: January 2001 through December 2003*



* Data availability has a lag of three months to allow the transit systems to collect and analyze the data. Data for the first quarter of 2004 will be available in the next Gray Notebook.
Source: WSDOT Analysis of King County Metro data.

Park and Ride Lot Outlook for Pierce and Snohomish Counties

Transit agencies throughout Puget Sound report persistent overcrowding at park and ride lots along major corridors due to lack of capacity and growing demand. Efforts to increase transit and ridesharing are hampered by insufficient capacity at many commuter park and ride facilities.

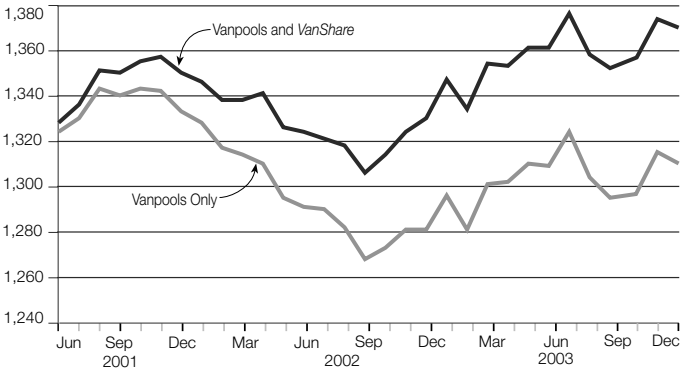
- In Snohomish County, all of the park and ride lots along the I-5 and I-405 corridors are nearly at capacity, averaging 86 percent occupancy for 2003.
- In Pierce County, the popular Lakewood lot along I-5 at SR 512 averaged 100 percent occupancy in 2003. By year-end, the Tacoma Dome Station grew in use to 81 percent. The Puyallup and Sumner Station lots averaged 98 percent capacity.

Vanpools in the Puget Sound Region

During the fourth quarter of calendar year 2003, the number of vanpools in operation in the region rose steadily from October (1,356) to November (1,374) followed by a slight decrease in December to (1,371). The total number of vanpools on the road is up 1.4 percent from the previous quarter and up 3.1 percent from December 2002 (1,330 vehicles).

Puget Sound Vanpool and *VanShare* Trends

Fourth Quarter 2003



* Data availability has a lag of three months to allow the transit systems to collect and analyze the data. Data for the first quarter of 2004 will be available in the next Gray Notebook.
Source: WSDOT Analysis of King County Metro data.

CTR Task Force 2003 Report to the Washington State Legislature

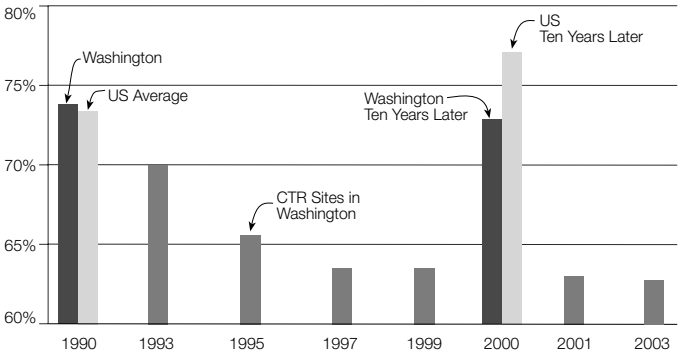
The Governor-appointed Commute Trip Reduction (CTR) Task Force recently released its biennial report. With good options for commuting becoming increasingly available in Washington State, isolating the program's role has become more difficult — many factors including and in addition to the CTR Program may lead people to change their commuting habits. The Task Force is planning to refine its measurement of the program's impacts over the next two years. However, since employees commuting to CTR worksites are using alternatives to driving alone at a significantly higher rate than employees at other work sites in the same areas with the same commute options available, the Task Force concluded that the program is playing a significant role in the state's changing commute patterns.

Washington State has a success story to tell—and the Task Force believes that the CTR Program has played a major role in it: *our state has bucked a national trend by decreasing the rate at which people drive alone to work.*

In Washington State, in the decade from 1990 to 2000, the percentage of drive-alone commute trips decreased slightly from 73.9 percent to 73.3 percent. Washington and Oregon were the only states where the percentage of people driving alone to work decreased during the decade. Nationally, drive-alone commuting increased 3.4 percent during the same period.

In comparison, the drive-alone rate at worksites in the CTR Program since 1993 decreased even more than the state average. The drive-alone rate at these sites dropped from 69.7 percent in 1993 to 62.8 percent in 2003, a decrease of nearly ten percent.

Comparing Drive-Alone Rates: CTR Sites, Washington and U.S.



This graph compares reductions in the drive-alone commuting rates within the eight counties that began participating in CTR in 1993. The 2000 Census data is for residents of the eight counties. The CTR data applies to the 525 worksites that have participated continuously since 1993.
Source: Transportation Demand Management Office

Two features set the 2003 report apart from the Task Force's three previous reports to the Legislature since the program was created in 1991. The first significant difference in this year's report is its focus on worksites that began implementing CTR in 1993. Representing well over half of the worksites in the program and most of the trip reduction results, these 525 sites have consistent data since 1993. Looking at more sites allowed the Task Force to describe changes that employees at CTR sites have made over time.

The other major difference in this year's report is the addition of profiles of the CTR programs in each of the nine participating counties.

The CTR Task Force concluded that the CTR program played a significant role in creating the following benefits:

- 6.2 percent less delay than would have been experienced in the Puget Sound region
- $24 million savings in reduced delay costs in the Puget Sound area
- $10 million in reduced fuel costs for employees due to less driving
- $5.8 million in reduced fuel costs due to less stop and go traffic
- Reduction of 4,800 tons of pollution
- Reduction of 50,200 tons of carbon dioxide

Based on the program's successes, the Task Force made a number of recommendations that were, in turn, implemented by the Legislature:

- The program was continued
- Additional funding was provided in the form of $100,000 per year for developing and implementing CTR for Benton County
- Funding was made more flexible for both the performance grants and the vanpool grants

WSDOT Aviation

Overview

WSDOT Aviation performs several important functions including: 1) maintaining 16 state-owned airstrips; 2) registering aircraft and pilots; 3) administering Airport Aid Grants to Washington airports; 4) directing air Search and Rescue (SAR) missions; and 5) providing aviation planning support to cities and counties. In June 2003, WSDOT Aviation convened three aviation study groups to help develop performance measures related to these responsibilities.

Pilot and Aircraft Registration

An On-line Pilot Registration program began in January 2003 to improve customer service and streamline administrative processing. The improved service increased the number of aircraft (6351), pilots (12,325), and mechanics (510) registered with WSDOT. Of the pilots registered, 45 percent used the on-line system. With the new registration process, customers can use the WSDOT Aviation's website to pay fees and update registration information. The improved registration system in 2003 saw:

· Over 6,700 more aviators registered with WSDOT
· Almost $200,000 in increased revenue

The funds generated from registration fees support Air Search and Rescue operations, and maintain and preserve general aviation airports in Washington.

Increases in Aircraft and Pilot Registration with On-Line Pilot Registration System

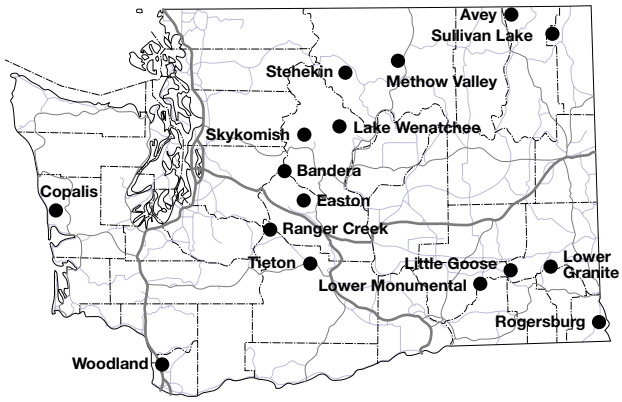
	2002	2003	% Change
Aircraft	4,029	6,351	57.6%
Pilot	8,395	12,325	46.8%
Mechanics	5	510	10100.0%
Revenue	$296,446	$455,157	53.5%

Most Innovative State of 2003

The National Association of State Aviation Officials (NASAO) named WSDOT's Aviation Division the "Most Innovative State" of 2003 for developing an "On-line Pilot Registration" program.

Airports in Washington

There are 129 public-use airports in Washington State. WSDOT owns 16 small emergency airstrips in the Cascade Mountains, along the Snake River, on the beach in Copalis, and other locations. Located in regions that experience extreme climatic conditions, the airstrips also provide strategic landing or staging sites for emergency medical air response, transport, evacuation points and fire fighting.



Copalis Beach Airport is the only known beach airport in the United States, and is the only stretch of ocean beach in Washington where landing is legal.

· WSDOT inspected and opened 14 of its airports ahead of schedule (before the previous year's June 1st opening date) in response to customer feedback.

· On average, state airports opened 60 days earlier than the previous year, providing important accessibility for emergency operations and improving service to pilots.

· State airports were used to support 200 medivac flights in 2003.

Improved Communication

In response to the JLARC recommendation to improve communications with customers, WSDOT initiated an email alert system. Over 6,500 aviators subscribed to the Aviation News Service, which has improved communication between WSDOT Aviation and its customers.

Activity Highlights of State Owned Airports

Fire Fighting Support	Medivac Support	Training Support
Winthrop - 45 days as a fire base for forest fires; Lake Wenatchee - 60 days as a fire base	Skykomish - supported over 200 medivac flights by AirLift Northwest	Bandera, Skykomish and Easton supported 12 ground search and rescue training
Easton, Skykomish and Tieton - supported fire patrol for three months by US Forest Service Aviation Unit.	Easton, Lake Wenatchee, Methow, Ranger Creek, Stehekin, Sullivan Lake and Woodland provided medical airlift support.	Fire fighting helicopter pilot certification training conducted at Skykomish, Easton and Lake Wenatchee

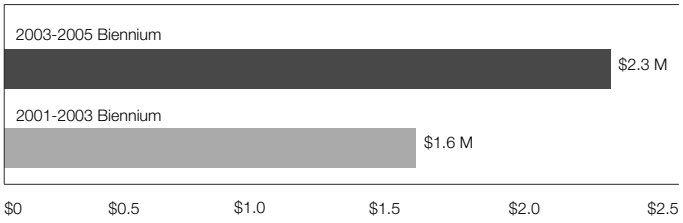
Airport Grant Program

In 2003, WSDOT Aviation awarded $1.26 million in State Airport Grant money to 56 general aviation airports in Washington. The grants were distributed evenly across the state, with most of the money directed toward airport pavement and safety issues. WSDOT's program also successfully leveraged $4 million in federal matching money for general aviation airports that are part of the National Plan of Integrated Airport Systems (NPIAS).

During the 2003-2005 biennium, performance highlights included the following: WSDOT expects to distribute another $600,000 in Airport Grants during spring, 2005. This will be the first time that WSDOT Aviation will be able to distribute a third round of grants during a biennium, thanks to additional revenue from the increase in aviation fuel taxes and registration fees ruled by the legislature effective July, 2003.

Airport Grant Program

Amount Awarded in $ Millions



Source: WSDOT Aviation

The graph above shows a 47 percent increase that benefited 14 additional airports with $739,284.
Information about the Airport Grant Program can be found at: www.wsdot.wa.gov/Aviation/grants/default.htm

Airport Land Use Planning

WSDOT Aviation provided technical assistance and/ or reviewed comprehensive plans and development regulation for 52 cities, counties, port districts and airports. Of these, 21 cities/ towns requested specific review of comprehensive plan policies and regulations for consistency with state law.

Air Search and Rescue

When an aircraft is lost, WSDOT Aviation directs the search in coordination with the US Air Force, law enforcement, the Civil Air Patrol, and Washington Air Search and Rescue (WASAR) volunteers. WSDOT sets up the incident command post, coordinates the search operations, and works with the military to detect emergency locator transmitter (ELT) signals to pinpoint the location of the lost aircraft.

Through interagency cooperation, WSDOT was able to conserve state resources while ensuring search and rescue operations to be carried out statewide. In this way WSDOT Aviation saw a reduction in the number of calls it needed to actually respond to. The number of responses to locate and silence emergency beacons fell from 200 in 2002 to 89 in 2003 as a result of WSDOT Aviation's efforts to develop greater interagency cooperation. This represented a reduction of 111 searches that would have been conducted by WSDOT Aviation that were handled effectively by other agencies instead. WSDOT Aviation experienced a 56 percent gain in efficiency. Only one full mission to locate an overdue aircraft was conducted (the historical average is over 6 incidents per year). Through interagency coordination, WSDOT experienced an 83 percent gain in efficiency.

Search and Rescue Helicopter

Search and Rescue Operations by Type

Year	ELT	EPIRB	Overdue	Search
2003	89	8	19	1
2002	200	9	33	4
2001	159	22	29	7
2000	104	13	23	2

ELT: Emergency Locator Transmitter - Aviation.
EPIRB: Emergency Position Indicating Radio Beacon - Marine.
Overdue: Aircraft reported late to arrive either by the FAA or family/friends.
Search: Mobilization of SAR forces to locate overdue or possibly downed aircraft.

Washington State Ferries: Quarterly Update

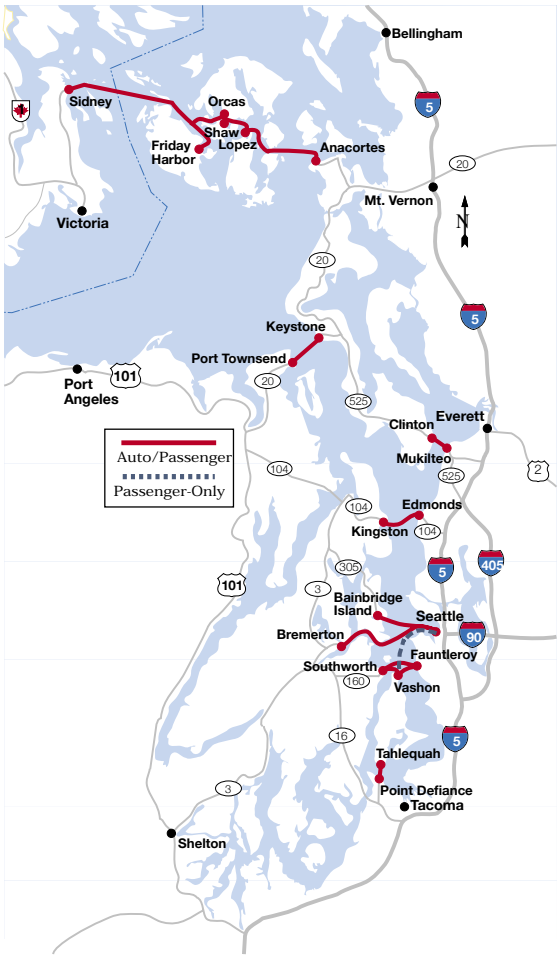
Customer Feedback

The WSDOT Ferry System collects customer complaints, compliments, comments, and suggestions, and records them in the Automated Operating Support System (AOSS) database. The customer feedback is then measured, analyzed, and responded to. The data is for the last four fiscal years (FY 2000 through FY 2003) and the first three quarters of fiscal year 2004 from July 1 through March 31, 2004.

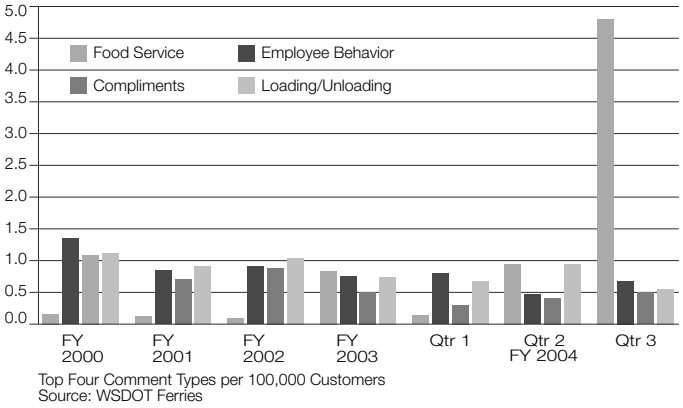
Customer complaints were up 27% from the preceding quarter and were up for the fourth consecutive quarter. A total of 247 "food service" related complaints were received this quarter. These complaints comprise 55% of the total complaints received (446).

The significant rise in complaints is directly related to the closure of the galleys at midnight on December 31, 2003. Sodexho, the food concessionaire, terminated their contract citing low ridership, slumping sales and rising labor costs.

In fall 2003 a Request for Proposals (RFP) for a food provider was issued. Because no vendors responded to that portion of the contract providing galley food service, a second RFP was issued. On February 10, 11 proposals came to WSDOT to provide galley service on the vessels. The change in interest occurred because in the first RFP, the contract specified all routes have galley service. In the second RFP, the contract was more flexible in allowing vendors to propose the routes they wished to service.



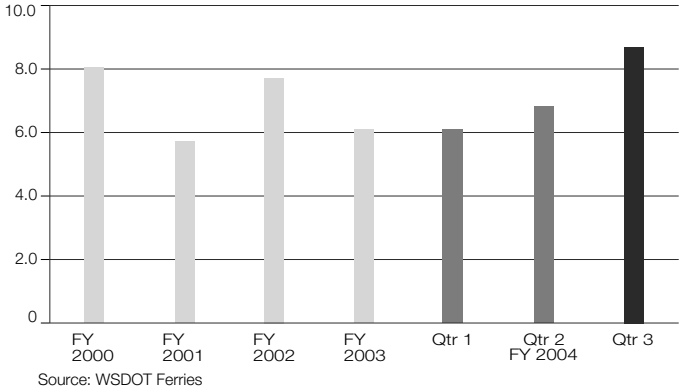
Most Common Customer Complaints



Top Four Comment Types per 100,000 Customers
Source: WSDOT Ferries

Total Customer Complaints

Complaints per 100,000 Customers



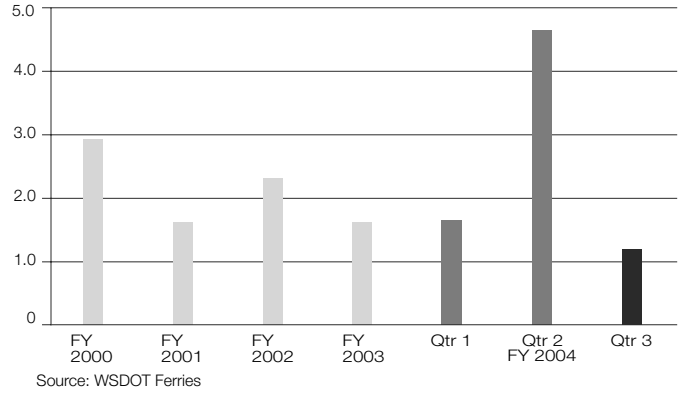
Source: WSDOT Ferries

Trip Reliability: Performance Best on Record

Dring the third quarter of fiscal year 2004, 39,916 trips were scheduled. Of these trips, 120 were missed. The chart below shows a system-wide average reliability index. This rating represents a 288% improvement in the reliability rating from the preceding quarter and a 20% improvement in performance over the same period last year. The trip reliability performance this quarter is the best on record. The basis of the rating assumes that for a commuter working 200 days per year and making 400 trips on WSF, the statistical likelihood is that 1.2 ferry trips would be cancelled.

Trip Reliability Index

Missed Trips per 400 Sailings

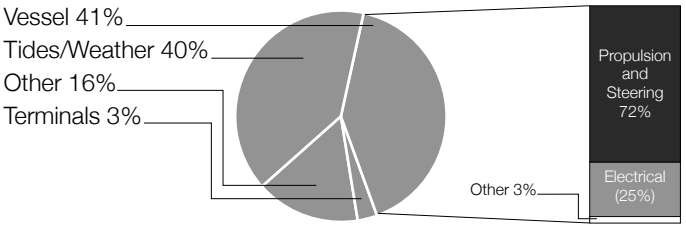


Source: WSDOT Ferries

$$\text{Trip reliability index number} = \frac{\text{Cancelled Trips}}{\text{Total Scheduled Trips}} \times 400 \text{ (Average Annual Number of Commute Trips)}$$

Most Common Trip Cancellation Causes

Third Quarter, Fiscal Year 2004



Of the 120 missed trips, weather and tide related cancellations on the Port Townsend–Keystone route accounted for 58 missed trips.

On February 2nd the MV Quinault experienced mechanical problems that resulted in a total of 15 missed trips. There was no service to the south end of Vashon Island from 2 P.M. until the end of the day, The crew performed the repairs and the Quinault returned to service the next day.

On February 27th a hydraulic pump on the Controllable Pitch Propeller (CPP) failed on the MV Issaquah prior to the scheduled 5:45 AM sailing. The crew was able to replace the pump and the vessel completed sea trials and returned to service in time for the afternoon commute. A total of 17 trips were missed.

On Time Performance

On-time performance data has been collected since June, 2001. The table below compares on-time performance across the ferry system for the third quarters of fiscal year 2003 and 2004.

Improved on-time performance was experienced on the busiest route serving Fauntleroy–Vashon–Southworth. Approximately one-fourth of all ferry trips are made on this triangular route. Fall schedule changes were developed with the Ferry Advisory Committees at Vashon and Southworth resulting in a schedule that increased on-time performance and additional time for late night maintenance on the three vessels serving this route. Similarly, schedule changes at Pt. Defiance – Tahlequah have improved on-time performance as well.

On Time Performance – Trip Delivery

	3rd Quarter FY 2003			3rd Quarter FY 2004		
Route	# of Trips	% within 10 mins	All Trips Avg Delay	# of Trips	% within 10 mins	All Trips Avg Delay
San Juan Domestic	5,057	90%	2.5 min.	5,886	88%	3.2 min.
International Route	59	93%	1.9 min.	19	95%	2.3 min.
Edmonds – Kingston	4,384	97%	2.5 min.	4,518	98%	2.5 min.
Pass-Only Seattle – Bremerton	1,634	97%	2.5 min.			
Pass-Only Seattle - Vashon	982	98%	1.9 min.	922	99%	1.6 min.
Fauntleroy – Vashon-Southworth	10,197	94%	3.2 min.	9,688	95%	2.4 min.
Keystone – Port Townsend	1,701	96%	2.4 min.	1,747	92%	3.1 min.
Mukilteo – Clinton	5,450	99%	1.2 min.	6,372	99%	1.7 min.
Pt. Defiance – Tahlequah	2,702	95%	3.2 min.	3,038	98%	2.4 min.
Seattle – Bainbridge Island	3,806	97%	2.7 min.	3,911	98%	2.4 min.
Seattle – Bremerton	2,449	98%	2.2 min.	2,511	98%	2.5 min.
Total	38,421	95%	2.6 min.	38,612	96%	2.4 min.

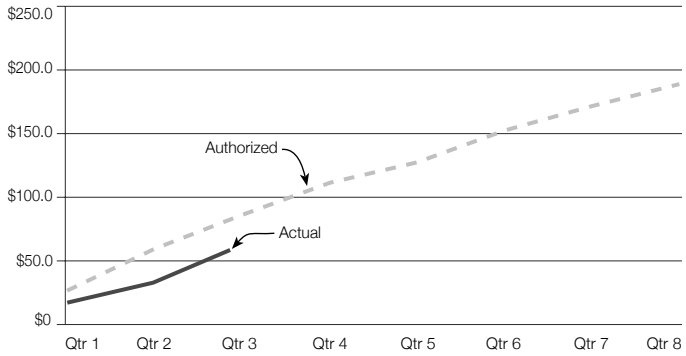
Capital Expenditure Performance

WSDOT makes capital investments in the Ferry System through the Washington State Ferries Construction Program. The program preserves existing new ferry terminals and vessels, and builds new ones. These capital investments give WSDOT the physical capability to deliver responsible and reliable marine transportation services.

WSF planned to spend $87.7 million over the period July 2003 to March 2004. Actual expenditures were $53.2 million.

WSF Construction Program Expenditures

3rd Quarter, 2003-2005 Biennium, Cumulative Dollars in Millions
Authorized vs. Actual



Source: WSDOT Ferries

WSF Construction Program Expenditures

Terminal Construction activities are under-spending the biennium-to-date plan by $32.3 million. The ferry system anticipates meeting its expenditure goals by the end of the biennium. Variances of actual expenditures from plan greater than $750,000 are occurring for projects at the following ferry terminal locations:

Port Townsend ($6.8 million under plan), Edmonds ($5.9 million under plan), Friday Harbor ($5.7 million under plan), System-wide projects ($4.1 million under plan), Eagle Harbor ($2.5 million under plan), Anacortes ($1.8 million under plan), Mukilteo ($1.5 million under plan), Seattle ($1.4 million under plan), Bainbridge Island ($0.9 million under plan), Shaw ($0.9 million under plan) and Kingston ($0.8 million under plan).

Vessel Construction activities are under-spending the biennium-to-date plan by $1.2 million. Variances of actual expenditures from plan greater than $750,000 are occurring for projects on the following vessels:

MV Spokane ($3.5 million under plan), MV Klahowya ($2.3 million under plan), MV Hyak ($2.0 million over plan), MV Cathlamet ($1.8 million over plan), MV Walla Walla ($1.4 million over plan), MV Rhododendron ($0.8 million under plan) and MV Kaleetan ($0.8 million under plan).

Emergency Repair activities are under-spending the biennium-to-date plan by $1.0 million.

The ferry system anticipates meeting its expenditure goals by the end of the current 2003-2005 biennium.

Fleet Condition

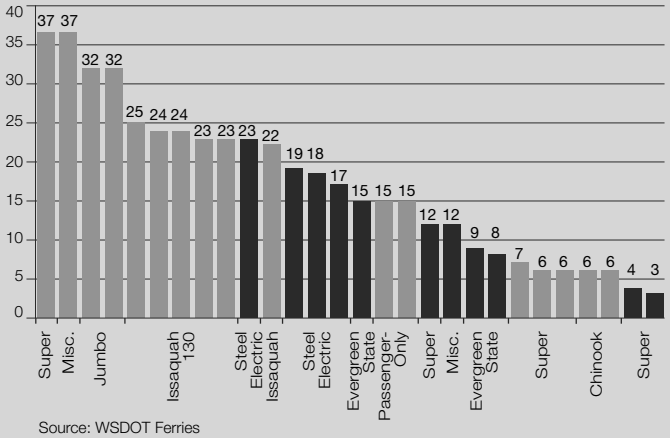
In 1999, more frequent, smaller, incremental shipyard periods were instituted. Using this strategy, large all-inclusive shipyard contracts aimed at totally renewing the vessel systems and structures were avoided.

Life-cycle based preservation approaches using newly developed models rely on smaller, more manageable shipyard contracts. This approach has reduced change order costs and has resulted in a fleet that is in better overall condition than the 30 year major preservation approach. It also enables focusing preservation activities on the most critical systems.

The last major preservation contract was completed in 2001 on the MV Yakima. The Issaquah and Jumbo Class vessels have been the major beneficiaries of the new approach and will not require major renovation contracts of the scope previously conducted.

Age of Ferries by Class of Vessel - 2004

Age in Years
Darker bars are years since renovation



Source: WSDOT Ferries

Ridership and Revenues

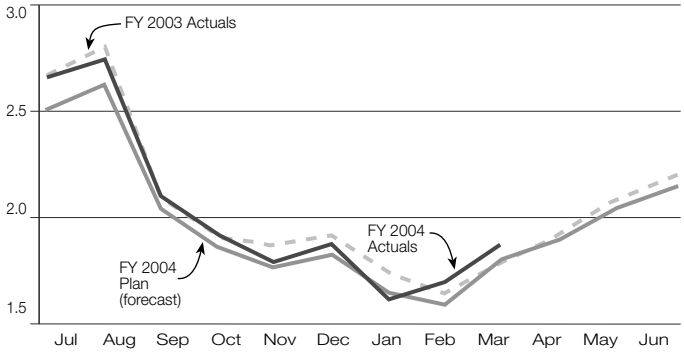
The Legislature's Joint Task Force on Ferries (JTFF) is comprised of legislators, citizens, ferry management, and ferry workers. The Task Force which was formed in 2000 reviewed the workings of the ferry system and made recommendations including tariff increases to raise the farebox recovery rate to 80% of operating costs over six years. The Transportation Commission agreed with this recommendation and approved tariff increases of 20% in June 2001 and 12.5% in May 2002.

In the fall of 2003, WSF management developed a plan aimed at balancing revenue generation necessary to capitalize the aging fleet. This plan reduced the size of the tariff increases for fiscal years 2003-2004. In the spring of 2003, the Transportation Commission adopted fare increases of 5% in May 2003 and an additional 5% in May 2004.

As a result of the lower tariff increases, ridership is not projected to fall as rapidly as originally anticipated. Repeating the pattern from fiscal year 2003, through the third quarter of fiscal year 2004, the ferry system experienced slightly higher than projected ridership and revenues.

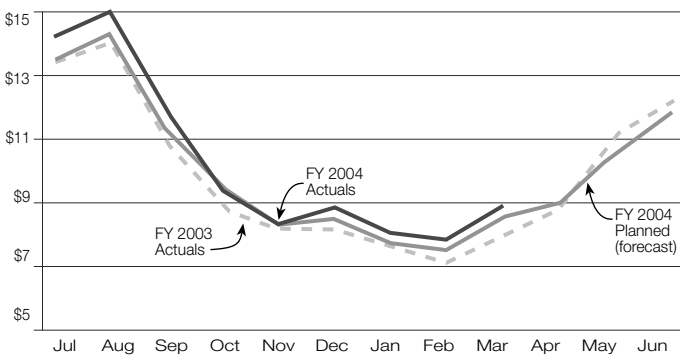
Ferries Ridership by Month

In Millions



Ferries Farebox Revenues by Month

Dollars in Millions



Source for all graphs: WSDOT Ferries

Life Cycle Preservation Performance

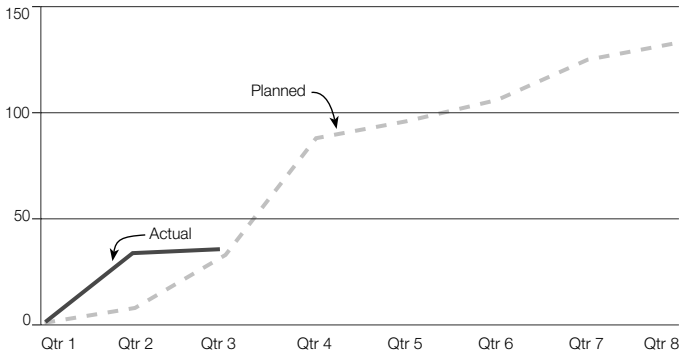
Terminals and vessels consist of several thousand components, divided into Category 1 and Category 2 systems and structures. Category 1 are vital to the protection of people, the environment and infrastructure. All other terminal and vessel components are designated Category 2. Each component should be refurbished or replaced at the end of its life cycle to assure responsible and reliable service.

Based on legislative funding, WSDOT addresses the backlog of systems and structures, as well as those with on-going deterioration of terminal and vessel components. s This biennium, 133 Category 1 systems and structures, and 54 Category 2 components will be refurbished. Thirty-nine Category 1 systems and structures, and 12 Category 2 items were completed through the third quarter.

Life cycle ratings are used to measure the impact of preservation activities. The life cycle rating for Category 1 terminal and vessel components is projected to increase from 77% at the beginning of the biennium to 81% at the end of the biennium. The rating for Category 2 components is projected to decline from 58% to 54%.

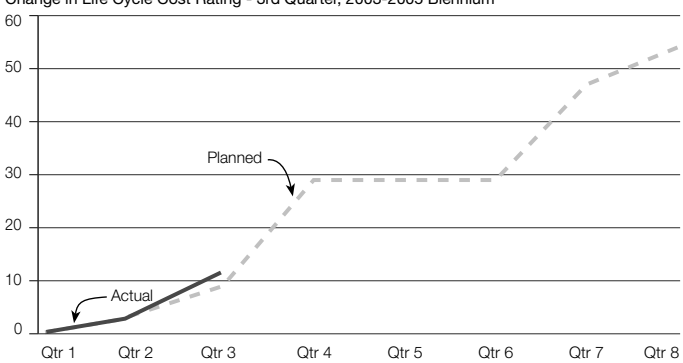
Category 1 Terminal & Vessel Preservation Performance

Cumulative Planned vs. Actual Systems/Structures Preserved
Change in Life Cycle Cost Rating - 3rd Quarter, 2003-2005 Biennium



Category 2 Terminal & Vessel Performance Measures

Cumulative Planned vs. Actual Systems/Structures Preserved
Change in Life Cycle Cost Rating - 3rd Quarter, 2003-2005 Biennium



State-Supported Amtrak *Cascades* Service: Quarterly Update

Ridership

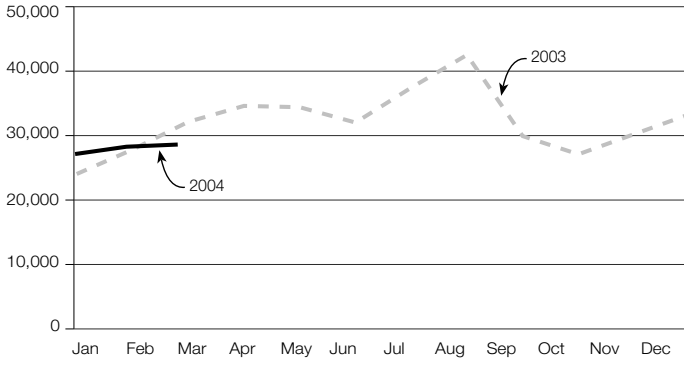
Ridership on state-supported Amtrak *Cascades* trains was 84,394 in the first quarter of 2004. This total is nearly identical to that from the first quarter of 2003. January and February ridership totals were the highest in program history, with over 55,000 passengers taking the train for their intercity trips. Weather conditions caused extended closures at Portland International Airport. These airport closures appear to have contributed to this particular surge in ridership (see below).

March saw a 10 percent ridership decline over the previous year. The primary factor contributing to this decline was the limited number of promotional fares offered in March 2004 when compared to 2003. This produced a modest increase in total revenues but caused a slight decline in ridership. It is not believed that the March 11, 2004 commuter train bombings in Madrid, Spain contributed to this monthly ridership decline.

The station that experienced the greatest increase in passenger volumes during the first quarter of 2004 was Tukwila. For the three-month period, passenger volumes at this station increased an average of 29 percent from the first quarter of 2003. The station's proximity to Sea-Tac International Airport helped drive this increase, as air travelers and flight crews used Amtrak *Cascades* trains to travel from snow-bound Portland to Sea-Tac in early January.

State-Supported Amtrak *Cascades* Monthly Ridership

Number of Passengers



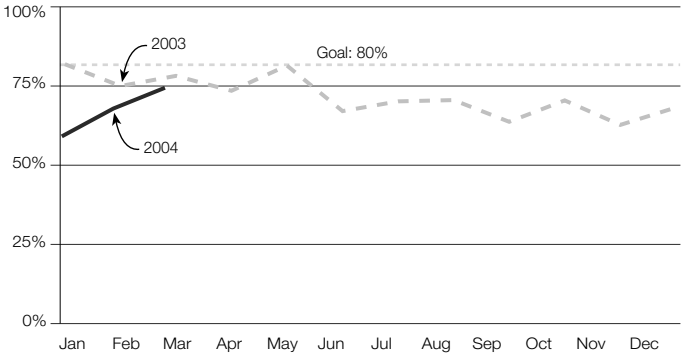
Source: Amtrak and WSDOT Rail Office.

On-time Performance

On-time performance for state-supported Amtrak *Cascades* trains averaged 67.2 percent in the first three months of 2004, compared to a 78.3 percent on-time rating for the first quarter of 2003. The main cause of delays throughout the Amtrak *Cascades* rail corridor was freight traffic interference, which accounted for nearly a third of all delays during the quarter. The other leading cause for delays was the imposition of speed restrictions for trains operating near railroad maintenance crews, which accounted for over 12 percent of the delays experienced by Amtrak *Cascades* trains.

State-Supported Amtrak *Cascades* On-Time Performance

2004 vs. 2003 Percent On-time
2003 Average: 71.9%



The on-time performance goal for Amtrak *Cascades* is 80% or better. A train is considered on-time if it arrives at its final destination within 10 minutes or less of the scheduled arrival time.
Source: Amtrak WSDOT Rail Office

State-Supported Amtrak *Cascades* Service: Quarterly Update

Washington Grain Train: Quarterly Update

Amtrak *Cascades* Station Updates

King Street Station – Seattle

Work continued on the renovation of King Street Station in Seattle during the first quarter of 2004. Restoration work progressed in the expanded waiting room, an area hidden behind temporary walls installed in 1982. A number of the original sculptured plaster ceiling ornaments and fluted upper columns were repaired. A new ceiling was poured above the restrooms to support new heating and ventilation system elements. Restroom walls were framed out and water supply and drain lines were installed. Work commenced on a new conductor room and parcel storage areas. Partial electrical system replacement was also completed. The first components of the Phase I restoration of King Street Station will be completed in June 2004.

Skagit Transportation Center – Mount Vernon

Construction on the new Skagit Transportation Center in downtown Mount Vernon moved ahead in the first three months of 2004. The structural framework for the $7.7 million facility was erected, the roof was installed, and the building's brick exterior façade was put in place. Skagit Transit buses began service at the new downtown center in January 2004. Eight daily bus routes now stop at the facility, and Skagit Transit planners have indicated that the new central location has contributed to a 10 percent increase in ridership for the transit provider. WSDOT anticipates that transit ridership will continue to increase when Amtrak *Cascades* trains begin stopping at the new multimodal station later this summer.

Construction on the new Skagit Transportation Center continued in the first quarter of 2004.

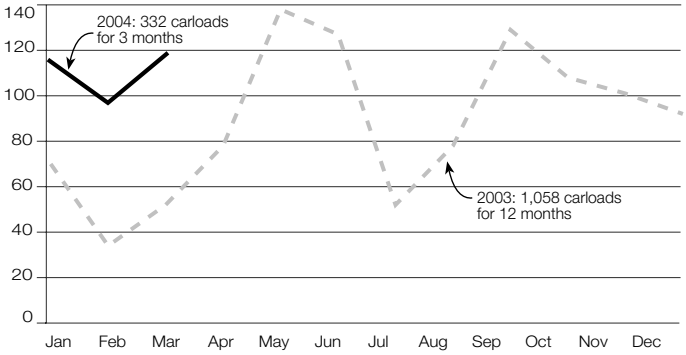
Washington Grain Train

Record Setting Quarter

In the first three months of 2004, the Washington Grain Train carried 332 carloads of grain to Columbia River ports. This is the second highest quarterly total in the Washington Grain Train's history and represents a 113 percent increase over the first quarter of 2003. Part of this increase can be attributed to the introduction of a third Washington Grain Train in April 2003; this train alone carried 99 carloads in the first quarter of 2004. However, the total carloads of the other two trains was 49 percent higher than the total carloads carried by the two Washington Grain trains in January, February, and March of 2003. Factors contributing to these increases are higher prices for grain on world markets and aggressive fleet utilization by the ports that help manage the program.

Washington Grain Train Carloads

Carloads per month 2004 vs. 2003



The Washington Grain Train is a financially self-sustaining transportation program that supports the state's agricultural community while helping short line railroads maintain a sufficient customer base for long-term financial viability. The 94-car fleet is jointly owned by WSDOT (76 cars) and the Port of Walla Walla (18 cars). The ports of Walla Walla, Moses Lake, and Whitman County share fleet management responsibilities.
Source: WSDOT Rail Office

Special Features

Tour the State Highway System with WSDOT's SRview

WSDOT began capturing 35mm still images of the state highway system in 1971. In 1982 WSDOT began recording on 3/4" inch videotape and moved to VHS tape. The VHS tapes provided video views of the state highway system for use in planning, scoping, and locating highway features.

Digital Imagery

WSDOT first began collecting digital images on state routes in 1996 by developing an inexpensive digital image system for use from a van. The computer-based state route viewer, called SRview, has since become a valuable tool used extensively throughout WSDOT.

SRview allows viewers to take a virtual tour of our state's highway system. WSDOT employees access SRview 5,000 times a month on average, to make field inspections or field review. Over 1.5 million images are provided.

SRview 2.0 enhancements include the addition of a side view image.

SRview Enhancements

Most filming can now be performed from the camera van while moving at highway speeds. Over the past few years, a second camera has been added and image resolution has been improved. This represents a major safety improvement for both the equipment operators and the traveling public.

360º Imaging

In 2003, a third camera was added, offering a 360° panoramic view of the surrounding area. These images provide an elevated, virtual tour of the surrounding roadway area. The benefits of 360° imaging include a view of all intersection approaches to determine pavement markings, turning movements, signalization, illumination, signs, control boxes, fixed objects, and more. Beginning in April 2004, intersections and railroad crossings on state highways will be photographed using this new technology. These images are expected to be available to WSDOT staff in the 4th quarter of 2004 and will ultimately be available to the general public. The goal for 2005 is to begin collecting 360° imagery at 1/100th mile intervals on the entire highway system.

For more information, contact (360) 570-2369, or visit:
www.wsdot.wa.gov/mapsdata/tdo/srweb.htm
WSDOT employees can visit:
wwwi.wsdot.wa.gov/ppsc/tdo/srview.htm

Emerging Technologies: Development of the "Smart Map"

Traditionally, WSDOT has used two scales of roadway representations for mapping purposes and for locating roadway features (such as guardrail, culverts, signs, etc.). They are the 500K scale (small) and the 24K scale (medium). Both of these representations are constructed by manually digitizing the road network from paper maps. This process is laborious, and accuracy is limited by any deficiencies in the originally published maps as well as by the possibility of operator mistakes in the manual work of digitizing the original maps. With this method, items can only be located to an accuracy of within 40 to 200 feet of its true location on the ground (example shown at right).

Getting Smart

In July 2003, WSDOT began a four year project to locate state route centerlines using GPS technology. This involves using a van specially equipped with Global Positioning System (GPS), inertial guidance technology, and compass measurement devices to collect points along the roadway approximately every 1/100th of a mile. Once the points have been collected, custom WSDOT software assembles the points into a new, highly accurate electronic road centerline, commonly referred to as the "smart road layer" or "smart line." The accuracy and positioning of roadside features in relationship to the road is constrained by the depiction of this road network. The more accurate the electronic map of the road, the more precisely an "event" or roadside feature can be reconciled to a position that is within +/- three to five feet of its true location on the ground.

What are the benefits?

Today, use of GPS devices is widespread and is used by many of the divisions within WSDOT. For example, WSDOT's Maintenance Division is using GPS on handheld devices to locate striping, roadside features, and guardrail during snow removal (see Maintenance update in this edition). Another example is the Environmental Programs Office which is using GPS to locate transportation features that have environmental impacts such as wetlands and water outfalls. With the new GPS centerline, WSDOT will be able to locate these items on the map with a high degree of accuracy which will benefit many more programs within WSDOT that require a high degree of accuracy for locating features or events (e.g., collisions and incident location).

By June of 2007, WSDOT will have accurately located the entire state highway system using this mobile GPS technology. An up-to-date status report on this project, including more detailed information on how the data is collected, is also available at: www.wsdot.wa.gov/mapsdata/tdo/basemap.htm.

Accuracy Level Provided by the old method is within 40 to 200 feet of its true location. Notice the lines are not aligned with the corridors.

Accuracy Level Provided by the new GPS/LRS is within +/- three to five feet. Notice the lines are aligned with the corridors.

Lane Miles

The number of Lane Miles added to WSDOT's highway system are based on contract completion dates for striping or construction projects between January 2002 and December 2003. The table below represents a snapshot of WSDOT's existing Lane Miles. These totals will change throughout the year as contracts are completed.

Lane Miles Added to the State Highway System 2002 - 2003 by Surface Type

Lane Type	Asphalt	Concrete	Total	Existing Lane Miles
Mainline	13.51	0.98	14.49	17680.55
Two Way Turn Lane	8.25	0.06	8.31	179.96
Slow Vehicle Turnout	0.04	0.00	0.04	22.34
Bicycle Lane	4.45	0.00	4.45	34.19
Truck Climbing Shoulder	0.57	0.00	0.57	15.27
Climbing Lane	1.24	0.00	1.24	174.67
Auxiliary Lane (Weave/ Speed Change)	0.66	0.23	0.89	58.15
Turn/Acceleration Lane	3.78	0.05	3.83	
Ramps	13.28	3.77	17.05	1098.96
Other	0	0	0	448.46
Total	**45.78**	**5.09**	**50.87**	**19712.55**

other surface types (other includes grated bridge decks).
Other Lane Types include spurs, couplets, alternate routes, reversible, and HOV lanes.

Highlights of Program Activities

For the Quarter Ending April 2004

Project Starts, Completions, or Updates

WSDOT opened the State Route (SR) 290/Trent Avenue Bridge to traffic in Spokane in mid-January. During the 26 months of construction, Trent Avenue was closed just east of downtown Spokane. The targeted project completion was December 17, 2003. Because the contractor exceeded the number of days allotted for the project, WSDOT imposed a daily penalty of $2,988 for each workday the bridge was not open to traffic. By this spring and summer, the contractor Ross Bros. Construction of Salem, OR, is required to finish several items of work, which will require lane restrictions, but no bridge closures.

A $700,000 project to retrofit the U.S. 101 Simpson Avenue and Riverside Avenue bridges to better withstand seismic events is being constructed by WSDOT's contractor, Advanced American Diving Service of Oregon City, OR. Work will finish this spring.

Safety improvement work began on two high-accident intersections on SR 28 near Quincy in Grant County. The project widens the intersections of SR 28 with "O" Road and with Adams Road to improve the turning radius for trucks. It also provides left-turn lanes in both directions of the highway, plus adds right-turn lanes at both intersections to reduce turn-related collisions. The project has been carefully scheduled to accommodate irrigation and agricultural needs. All work is scheduled to be finished in late May, prior to the start of vegetable harvests.

WSDOT took a new approach to building Sound Transit's ramp connecting the Ash Way park and ride lot at 164th Street Southwest to I-5's high occupancy vehicle lanes. The original plan required an over-height truck detour and safety alarm system, which, in tests was being ignored by 40 percent of truckers. The problem stemmed from a low clearance during construction. Normally, scaffolding is built below the level of the deck and, in this case, would have resulted in a lower than standard clearance of only 14 feet – too low for most trucks. Under the new plan, the scaffolding was jacked up and after the deck is completed, it will be lowered to the standard bridge clearance-height of 16-feet, six inches.

Crews began work to pave I-90 in Adams County from Tokio to the Lincoln County line. The project also improves safety on this 7.6-mile stretch by removing rock formations from within the highway's "clear-zone," an area where run-off-the-road drivers can recover their vehicle without hitting obstacles.

Widening on SR 16 has begun to accommodate traffic during future lane construction between the Olympic Drive Interchange in Gig Harbor and the Nalley Valley Viaduct in Tacoma. The project will be constructed in three parts: Pearl to Jackson, Union to Jackson and Olympic to 36th. When finished, this segment of SR 16 will include a High Occupancy Vehicle (HOV) lane in each direction and a separate walking and bicycle trail. For more information on the project, log on to www.wsdot.wa.gov/projects/piercecountyhov/.

Trent Avenue Bridge

Improved Motorist Information

New traffic cameras were installed near SeaTac Airport letting drivers check real-time traffic before leaving for the airport. WSDOT installed a new snapshot camera at the SR 99 and SR 518 interchange. The camera snaps three different views, south, west and east. It automatically updates every eight minutes and is available on the WSDOT Web site at www.wsdot.wa.gov/PugetSoundTraffic/cameras.

Images from seven new traffic cameras in the Vancouver area were added to WSDOT's Traveler Information website www.wsdot.wa.gov/traffic/. The cameras are located at: I-5 at SR 14; I-5 at Mill Plain Boulevard; I-5 at the 29th Street overpass; I-205 at Mill Plain Boulevard; I-205 north of the Glenn Jackson Bridge; SR 14 just east of I-205; and SR 14 just west of I-205. The new cameras are part of a project that also installed two miles of fiber optic cable on I-205 between SR 14 and Government Island. This cable will link WSDOT's Advanced Traveler Information System with the Oregon Department of Transportation's system and facilitate future plans to combine Portland's traffic information Web page with WSDOT's.

Public Transportation and Commute Trip Reduction

WSDOT participated in a ribbon cutting ceremony to kickoff new Skamania County Public Transit. WSDOT presented Skamania County Commissioners with a symbolic check representing a $193,000 public transportation grant. Rural mobility grant funds were created through the 2003 Transportation Funding Package for communities without public transportation. During this demonstration project, Skamania County officials plan to start the process of establishing a formal transit system in the community.

Rail

Public meetings about WSDOT's potential acquisition and rehabilitation of the Palouse River and Coulee City Railroad network were held in Cheney and Colfax on March 9, and in Davenport and Coulee City on March 10. In 2003, the Washington State Legislature appropriated funds for WSDOT to acquire and rehabilitate the nearly 300-mile Palouse River and Coulee City Railroad (PCC) network. The PCC system provides local rail system to over 70-rail dependent businesses in Whitman, Lincoln, Grant, Spokane, Columbia and Walla Walla Counties. More about this project can be found at www.wsdot.wa.gov/projects/PCC_Acquistion/.

Aviation

In late February, WSDOT's Aviation Division led a search for a missing aircraft involving more than 200 volunteers. Over 280 flight hours by aircrews were logged, as well as hundreds of ground hours by support staff and ground search personnel. This was the first incident where Aviation Search and Rescue had to locate a missing aircraft in the waters of Puget Sound. The recovery mission was turned over to Pierce County Sheriff's Office on March 15 once the craft was positively identified.

Celebrations and events

WSDOT's Aviation Division presented a series of awards in recognition of aviation achievements during the 2004 Northwest Aviation Conference. Honors awarded for 2003 include Airport Manager of the Year, Aviation Volunteer of the Year, Airport of the Year, "Aviation Stars", and Aviation Fixed Base Operation of the Year.

Crews on the east side of the Cascade Mountains began the annual effort to reopen SR 20, North Cascades Highway on March 8, 2004. Crews from the west side, where the highway is already cleared to Granite Creek, ten miles from Rainy Pass, started work on March 15, 2004. The short section of SR 20 between Newhalem and Diablo that has been closed to most traffic since rock slides in November was rep-opened to the public on April 8, 2004. This was two weeks earlier than normal. In May, 2004 construction will begin on a large rock ditch between SR 20 and Falls Creek Hillside. Week by week updates and photos will once again be posted on the WSDOT SR 20 web page when the work begins. www.wsdot.wa.gov/northcascades/

Awards and Recognition

The following projects received the **Paving Award of Merit for Eastern Washington** on the projects they completed in 2002. Jim Dwyer and the South Central Region Project Office received their award for the work on SR 221, SR 14 to Prosser Hill Project. The contractor for that project was Transtate Paving. Bob Hilmes and his project office in the Eastern Region, received their award for the completed project on SR 20, Colville to Narcisse Creek. The contractor for that project was Central Washington Asphalt.

Western Washington Awards of Merit awarded for the following projects. Don Owings, Project Engineer in the Southwest Region, received the award on the project on SR 500, Ward Road to NE 162nd. The contractor for the project was Western States Paving. In addition, the Tacoma (Olympic) Project Office accepted the honor for project SR 720, McKenna to SR 7. The Contractor for this project was Woodworth & Co.

Best in the East went to Terry Mattson of the North Central Region Project Office. Terry's office, along with the contractor, Basin Asphalt, worked together on U.S. 97, Tronson Creek to U.S. 2 project. The Project also received the Carl Miner Award, which is given to the best project of the year in Washington State.

Best in the West Award was presented to Dave Becher's Northwest Region Project Office. Dave and his team received this award for the project on I-405, Bothell to Swamp Creek. The contractor was Wilder Construction.

The **Eastern Washington Smoothness Award** went to Mo Davari and his project office in the South Central Region. Mo received this award for work on U.S. 12, U.S. 395 to Snake River. Transtate Asphalt was the contractor on this project.

The **Smoothness Award for Western Washington** was awarded to the Tumwater Project Engineer Office. Kurt Williams accepted the award for his project on I-5, Maytown Interchange to 93rd. The contractor was Lakeside Industries.

The **Excellence in Design Award** for an Improvement Project Over $10 Million was awarded to the Olympic Region Design Office and to Project Engineers Eric Soderquist and Nancy Boyd. The project receiving the award was the SR 16, Union Avenue to Jackson Avenue HOV. The Olympic Region also took home the glory for the **Excellence in Design** on an Improvement Project under $10 Million for the Phase 2 project on the Deschutes Parkway. Neal Campbell and John Wynands were the Project Engineers receiving this award.

Award for **Excellence in Design on a Preservation Project Over $2 Million** was presented to the Northwest Region Project Office of Cathy George. Cathy's office received this award for the Barclay Creek Bridge 2/48 Replacement project.

The **Award for a Preservation Project Under $2 Million** in design excellence was presented to the North Central Region Project Office of Terry Berends. The award was presented for the SR 173/Brewster-Columbia River Bridge Deck project.

The Excellence in Contract Administration Less than $2 Million Award for Eastern Washington Improvement project was awarded to Terry Mattson and his office. Terry and his team made the improvement on U.S. 97A in South of Chelan for Tunnel Lining. The contractor on this project was H.E.M. Construction Co., Inc.

The award winner for the **Western Washington Less than $2 Million Award** was John Chi and his Project Office. The award was for the I-5, Lynnwood 44th Ave Bridge Repair. The contractor on this project was Concrete Barrier, Inc.

Dave Lindberg and his office were the award winners for the **Western Washington Greater than $2 Million project award**. Their award was the reflection of the U.S. 2, Barclay Creek Bridge Replacement. The contractor on this project was Wilder Construction Co.

Troy Cowan and his project office for the work performed on the Deschutes Parkway, Phase 2, received the **Statewide Special Mention Award**. The contractor on this project was Robinson Construction, Inc.

Gray Notebook Subject Index

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Americans with Disabilities Act (ADA) Information
Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

Civil Rights Act of 1964, Title VI Statement to Public
Washington State Department of Transportation (WSDOT) hereby gives public notice that it is the policy of the department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Persons wishing information may call the WSDOT Office of Equal Opportunity at (360) 705-7098.

Other WSDOT Information Available
The Washington State Department of Transportation has a vast amount of traveler information available (including Puget Sound area traffic, mountain pass reports, highway closures, ferry schedules, and more).
Call the WSDOT statewide toll-free number: 1-800-695-ROAD.
In the Seattle area: (206) DOT-HIWY [368-4499].

For additional information about highway traffic flow and cameras, ferry routes and schedules, Amtrak Cascades rail, and other transportation operations, as well as WSDOT programs and projects, visit
www.wsdot.wa.gov

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